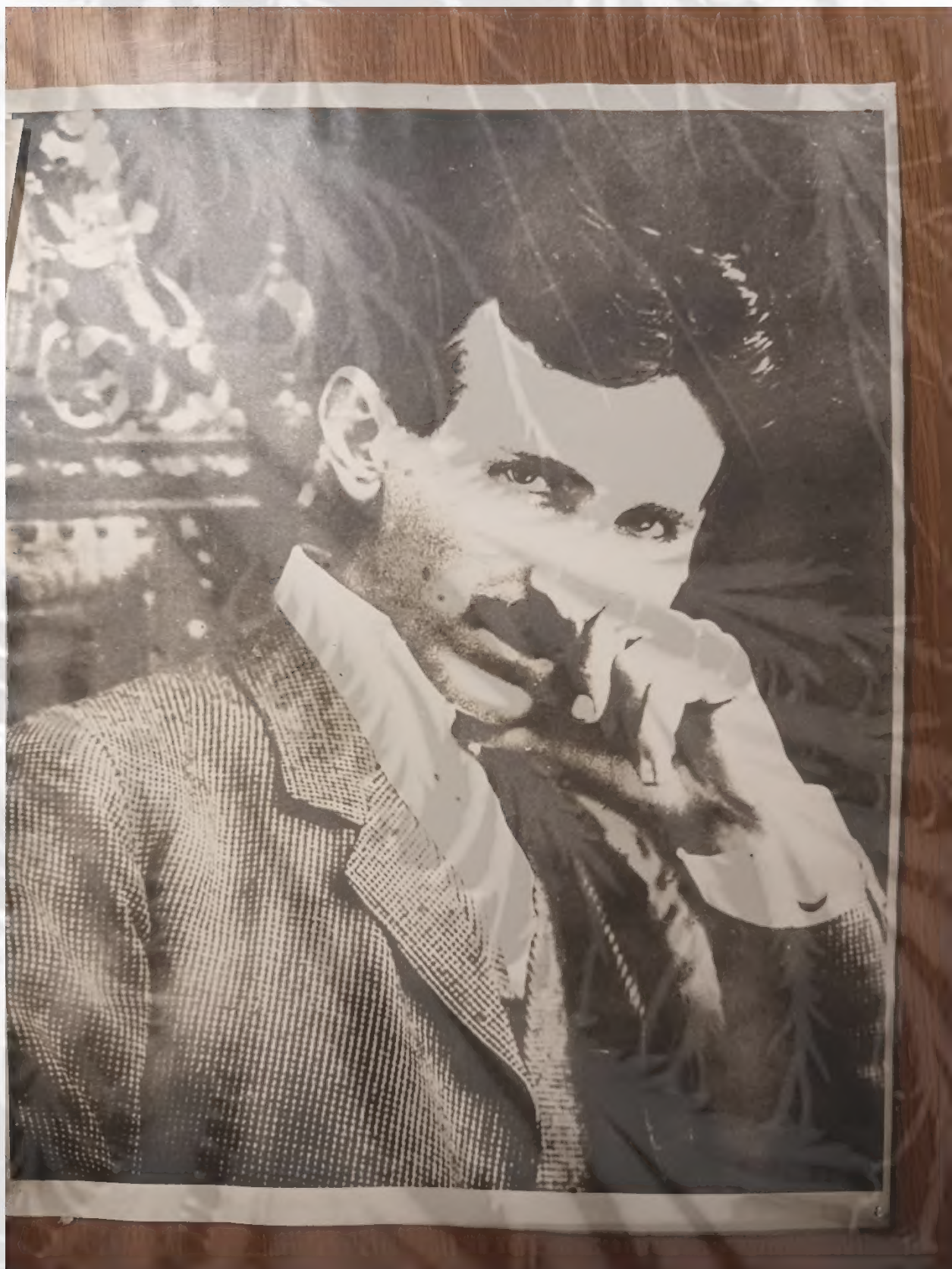
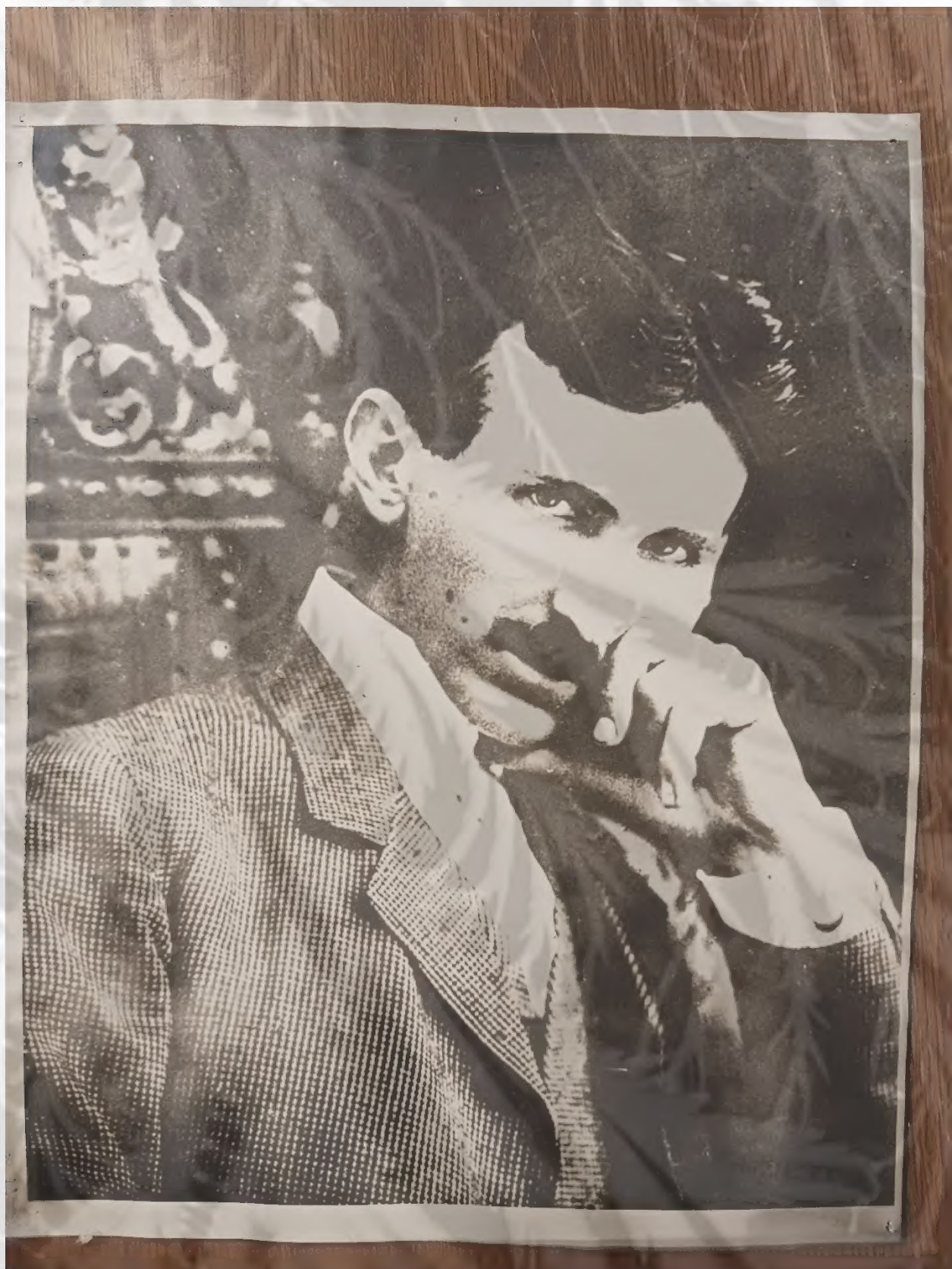


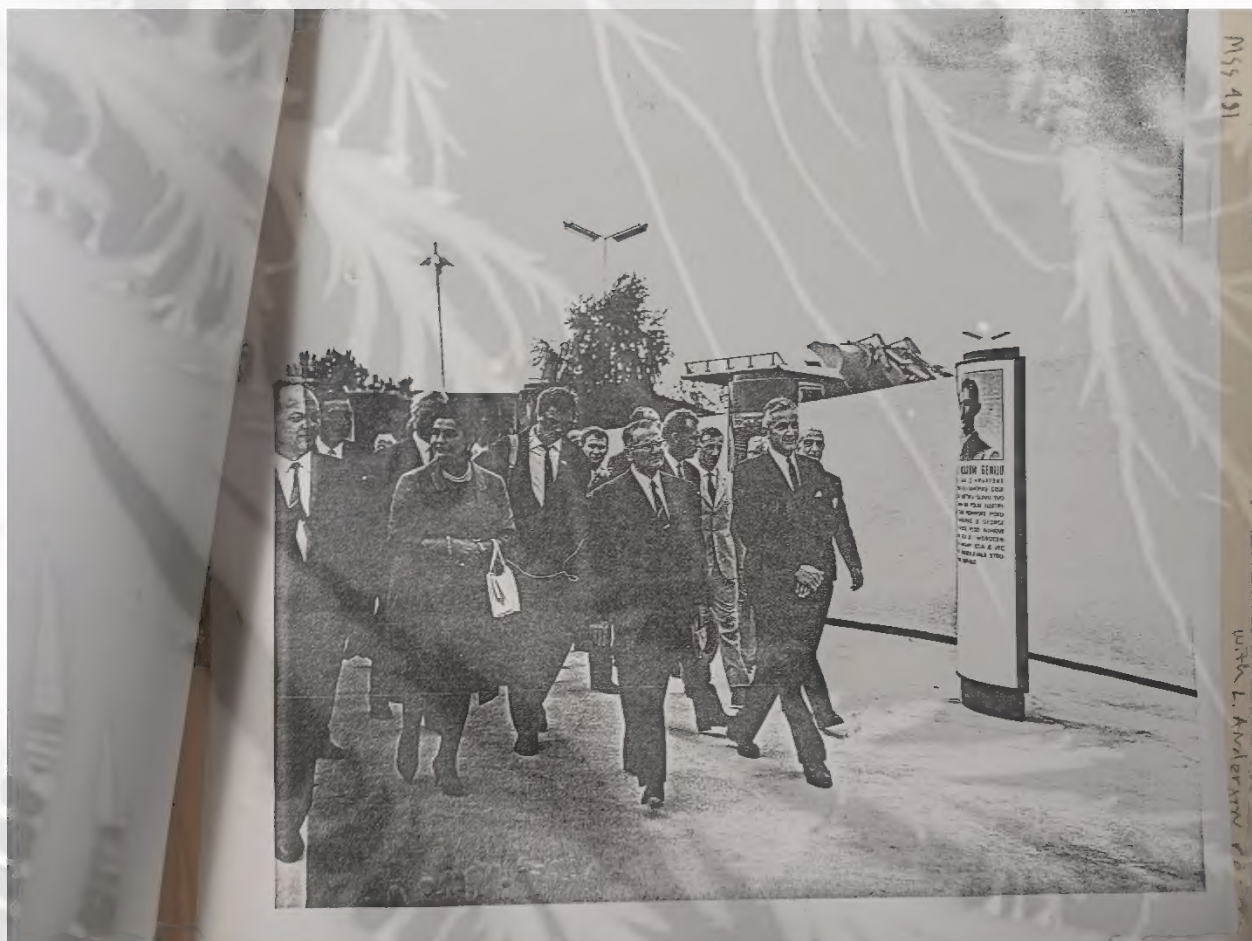


Nikola Tesla, from a Painting by the Famous Princess Lwoff-Parlaghy.





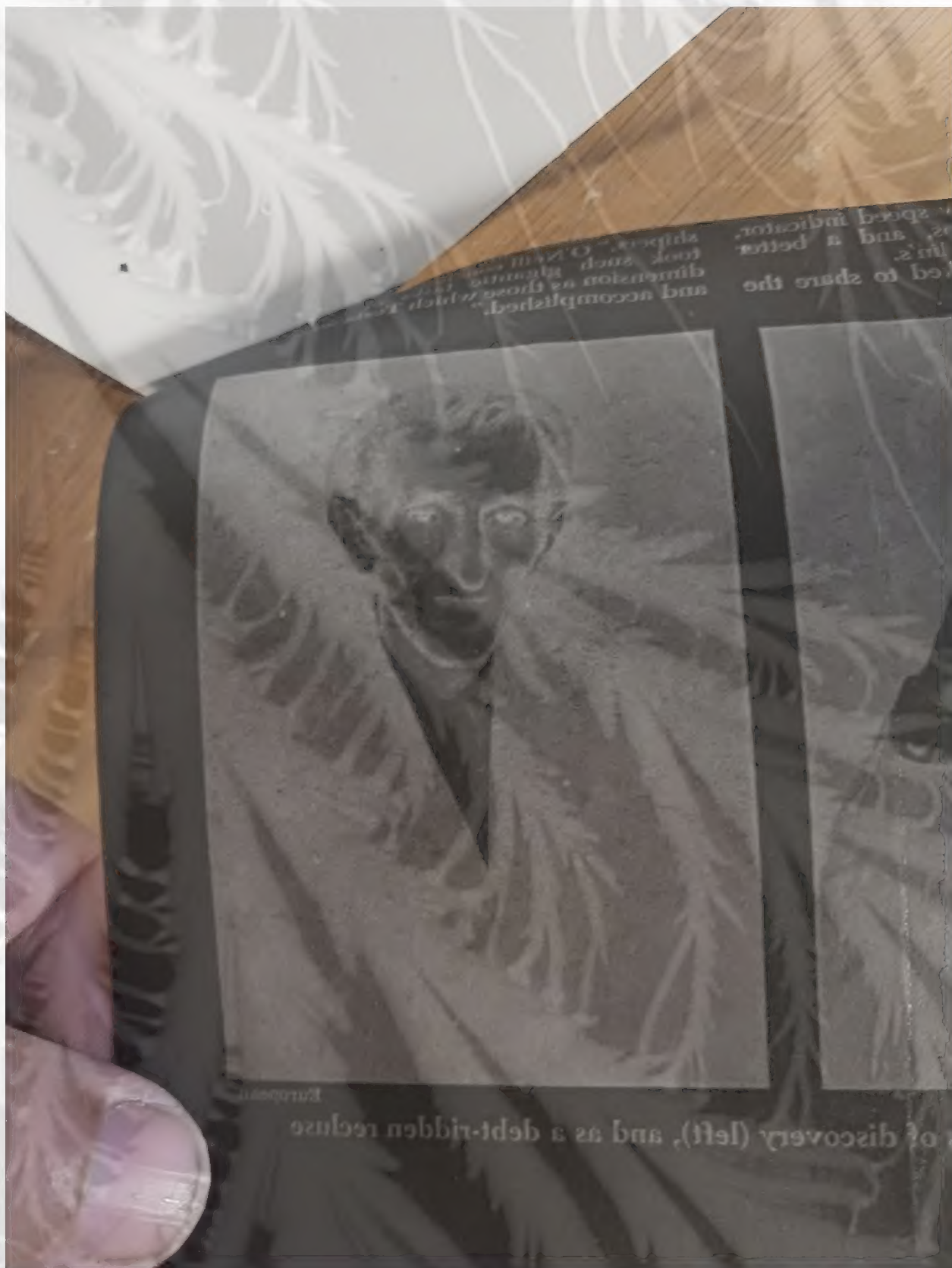




MISS 491

with L. Anderson

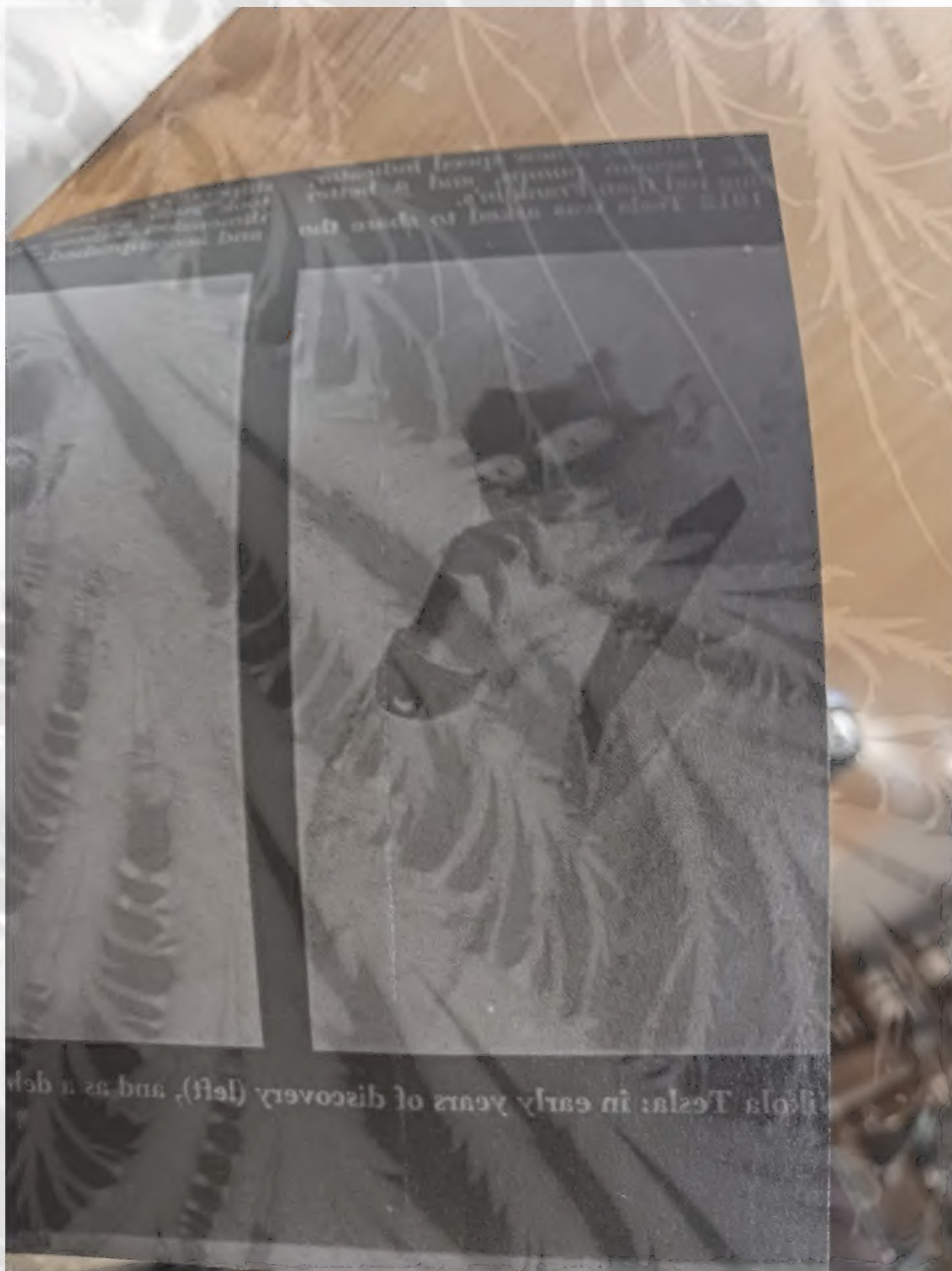


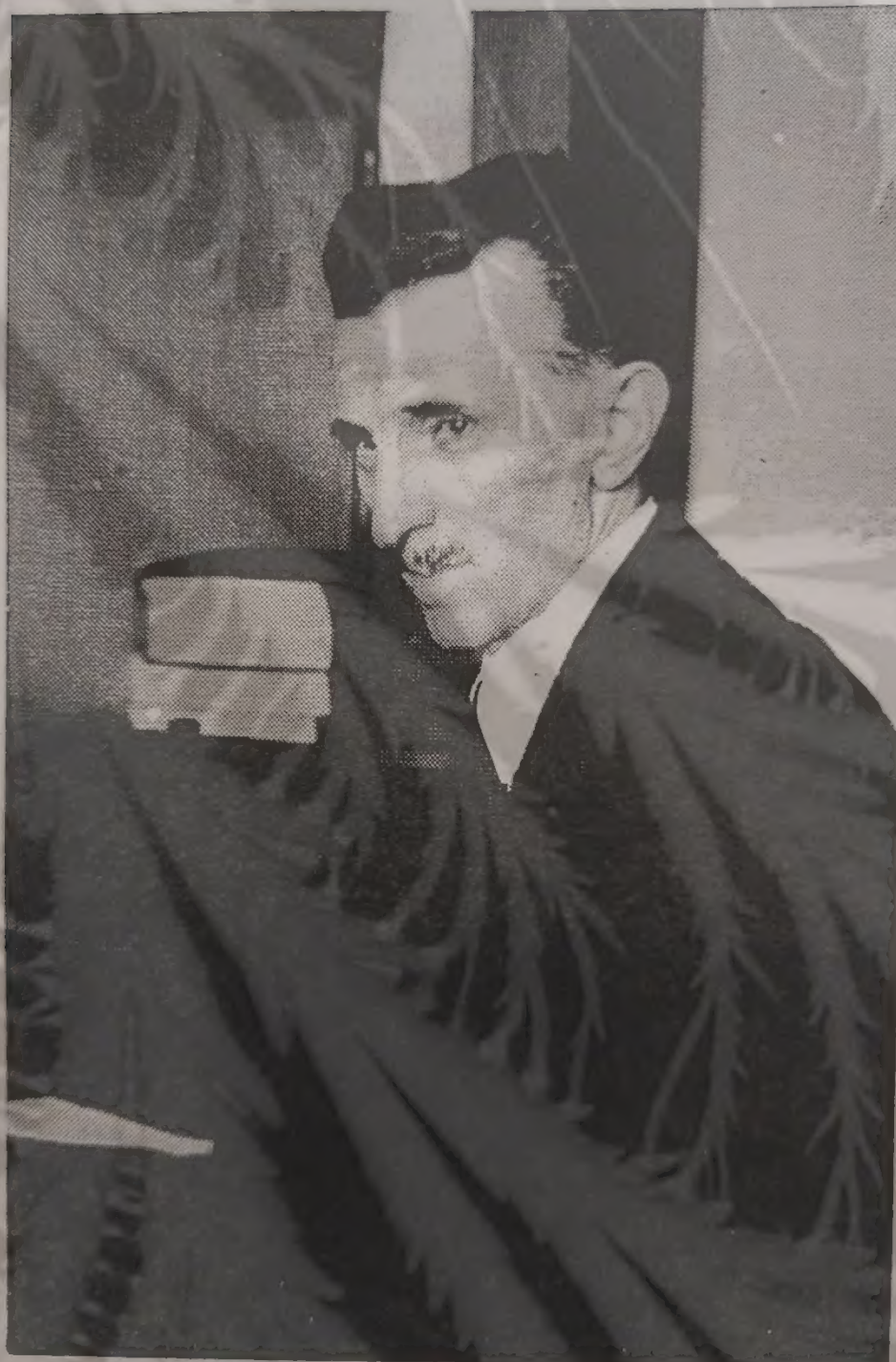


of discovery (left), and as a debt-ridden recluse

European

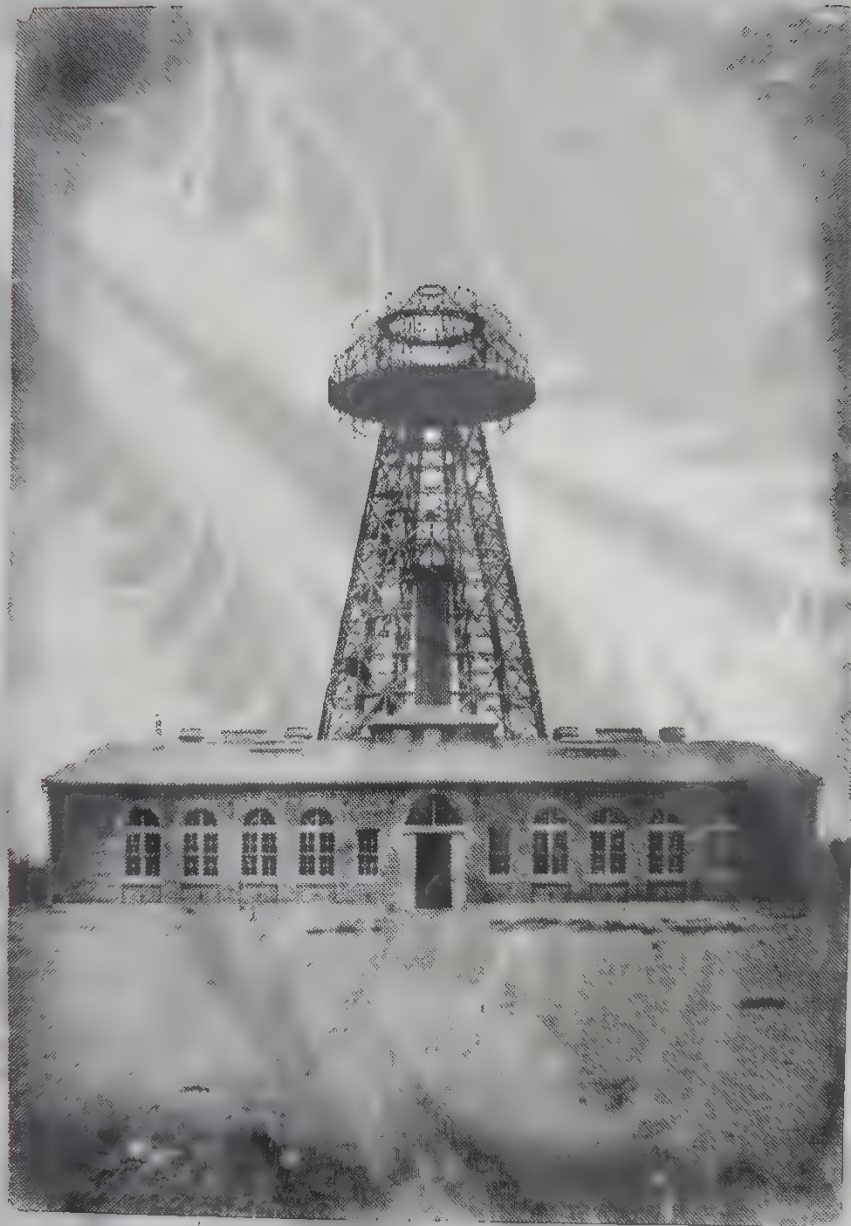
speed indicator
and a better
one's
ed to spare the
and accomplished.
took such glowing
dimension as those which
ships. O'Neil

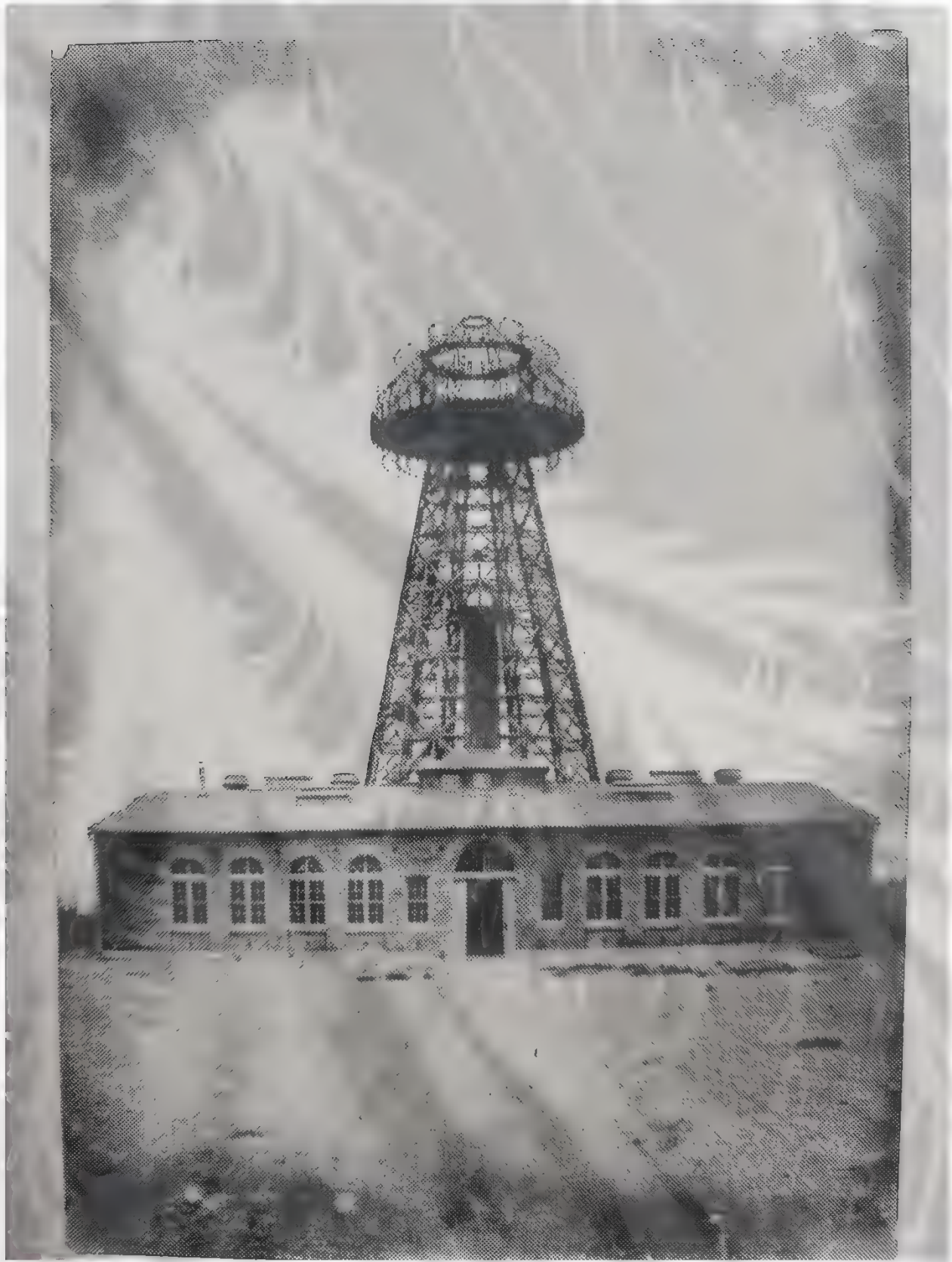
















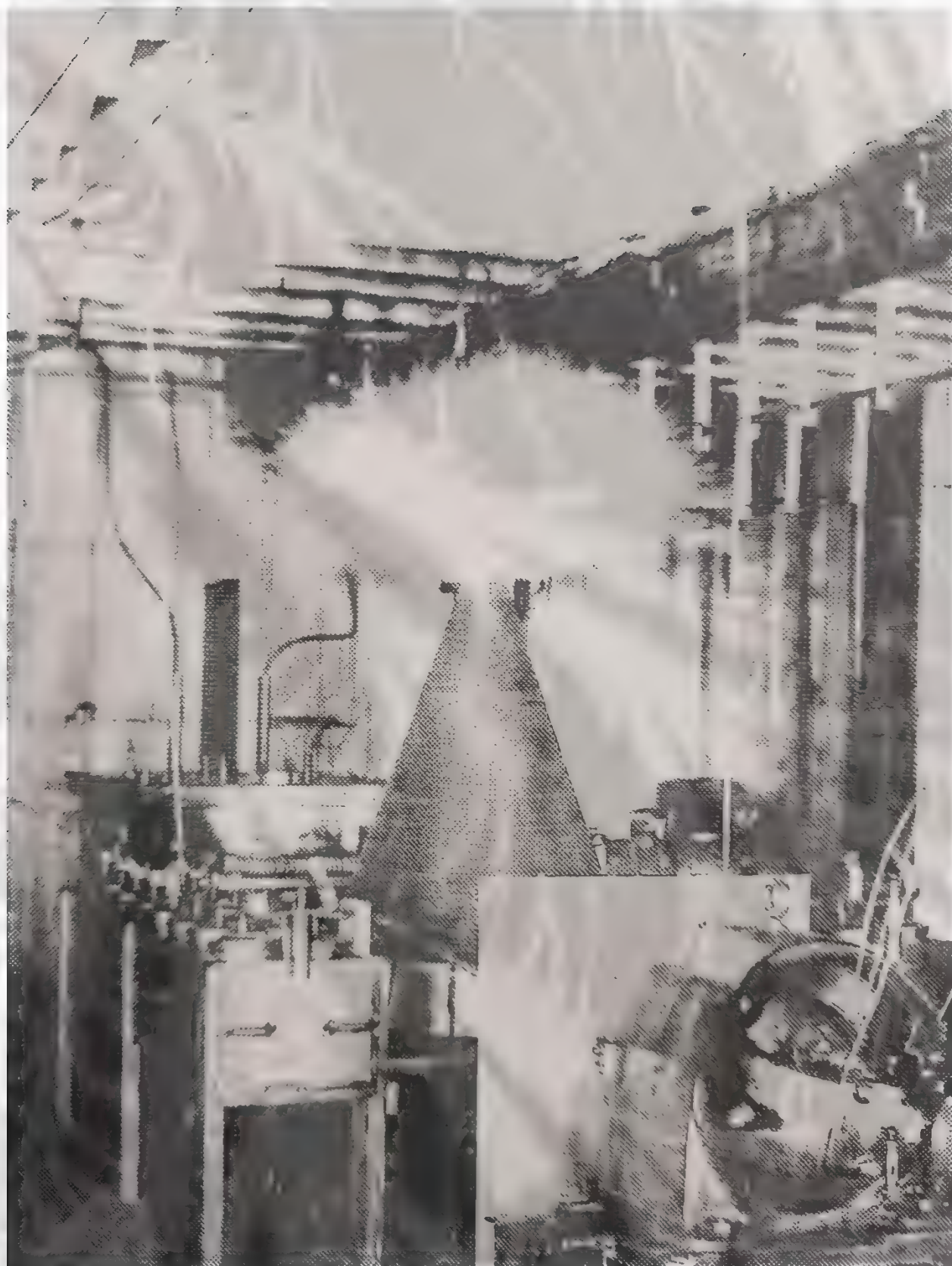




Tesla & Asquith
Intf. No. 38,951
Tesla's Exhibit - Photo "G"
Turbine tested by L. of Niagara
Martins
Notary Public
New York, December 14, 1904



De la Asquith
Intf No 38,951
De la Exhibit - Photo "G"
Turbine tested by L. J. Pichard
Martha J. Pichard
Notary Public
New York, December 14, 1914













Tesla & Hazenith,
Int'l. No. 38,951
Tesla's Exhibit - Photo "E"
Turbine tested by Prof. Michael
Martins & Norman
Notary, Chicago
New York, December 14, 1901



Tesla & Co. Smith,
Intf. No 38,951
Tesla's Exhibit - Photo "E"
Turbine tested by L. F. Nichols
Martha's Vineyard
Notary Public
New York 240 Madison St. 14th St. N.Y.



Миловац — Место рођења Н. Тесле

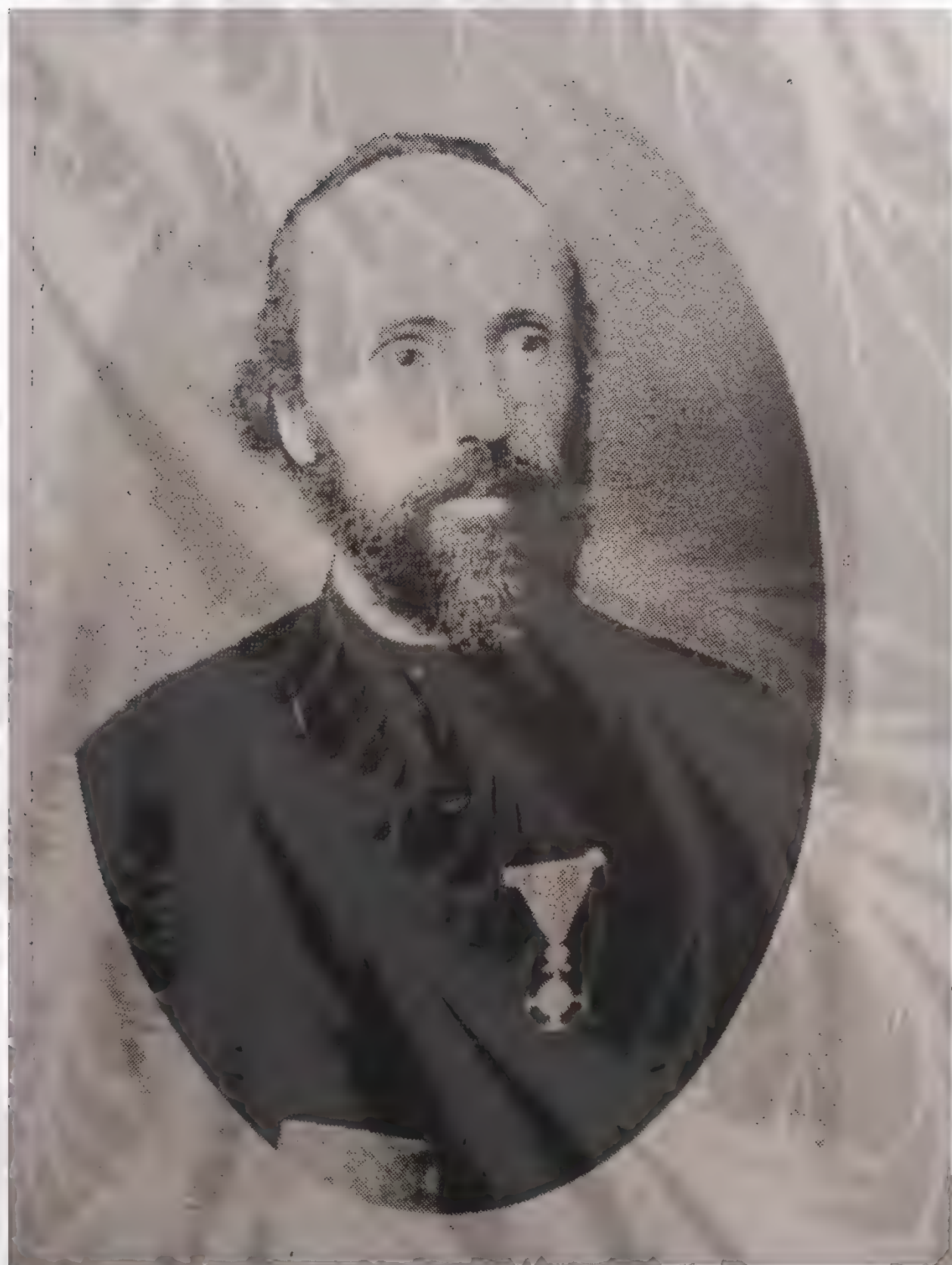


Česká Ves - pohled z H. Těče



Смилјан — место рођења Н. Тесле

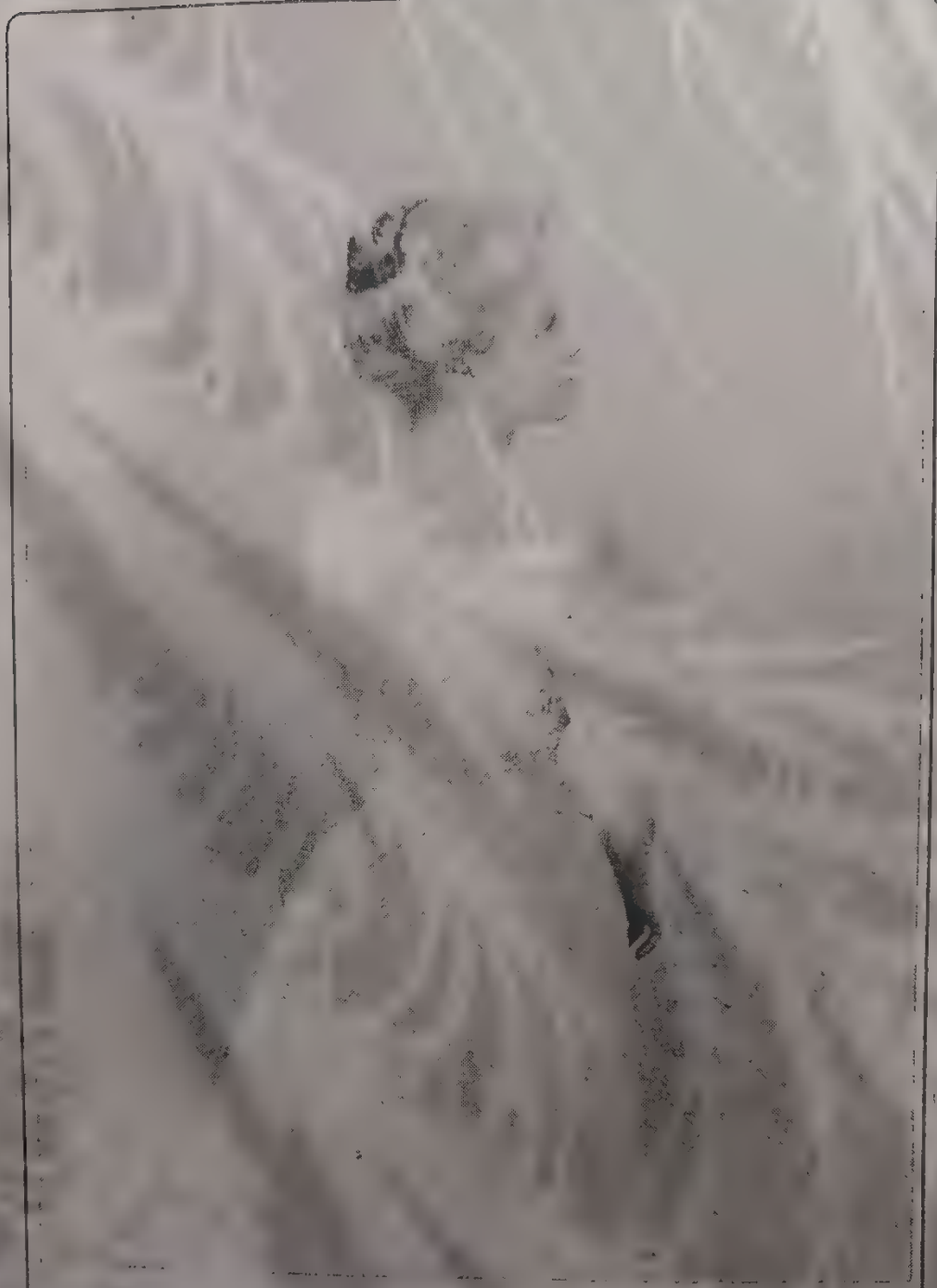










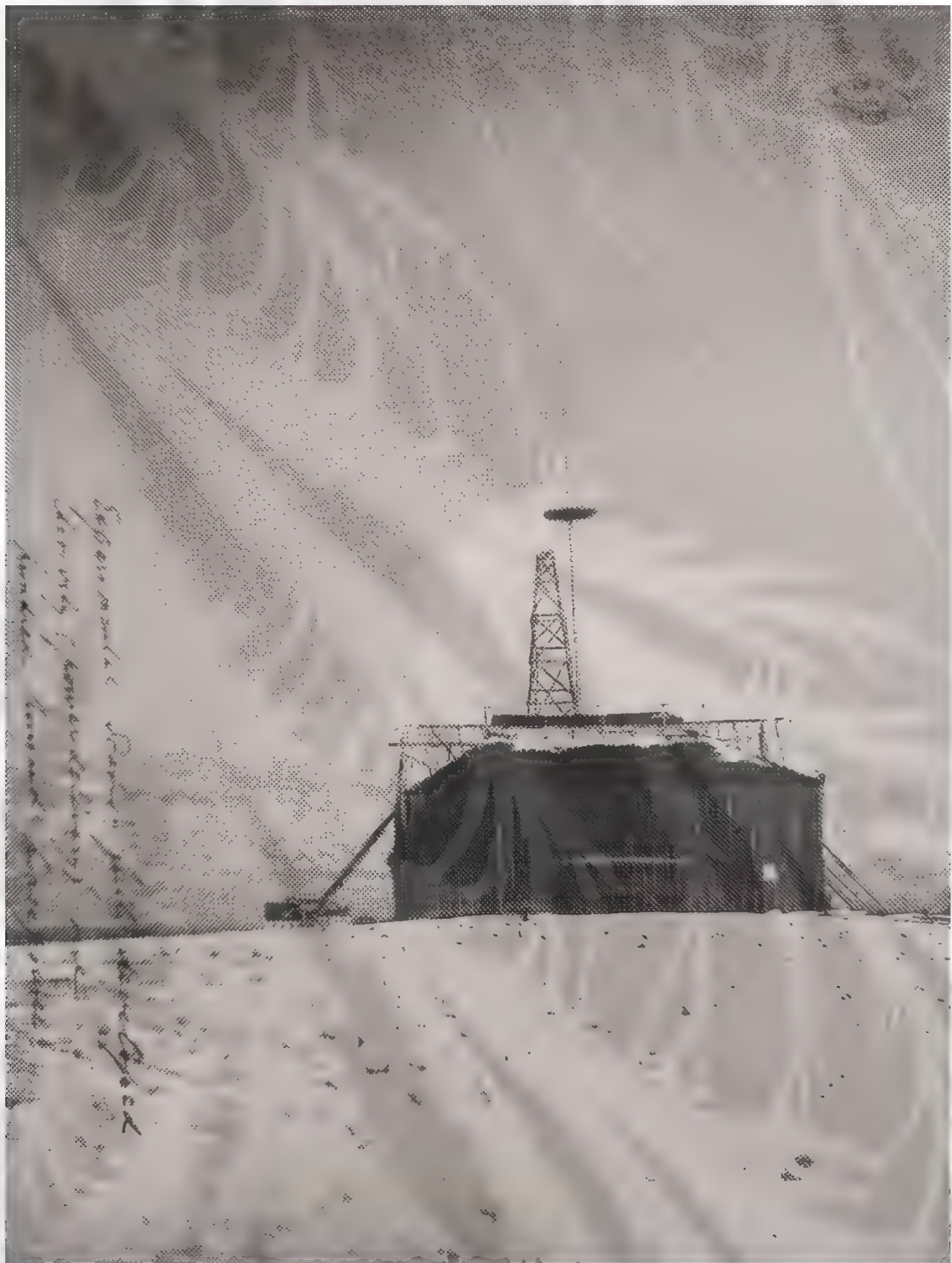


Schembocke

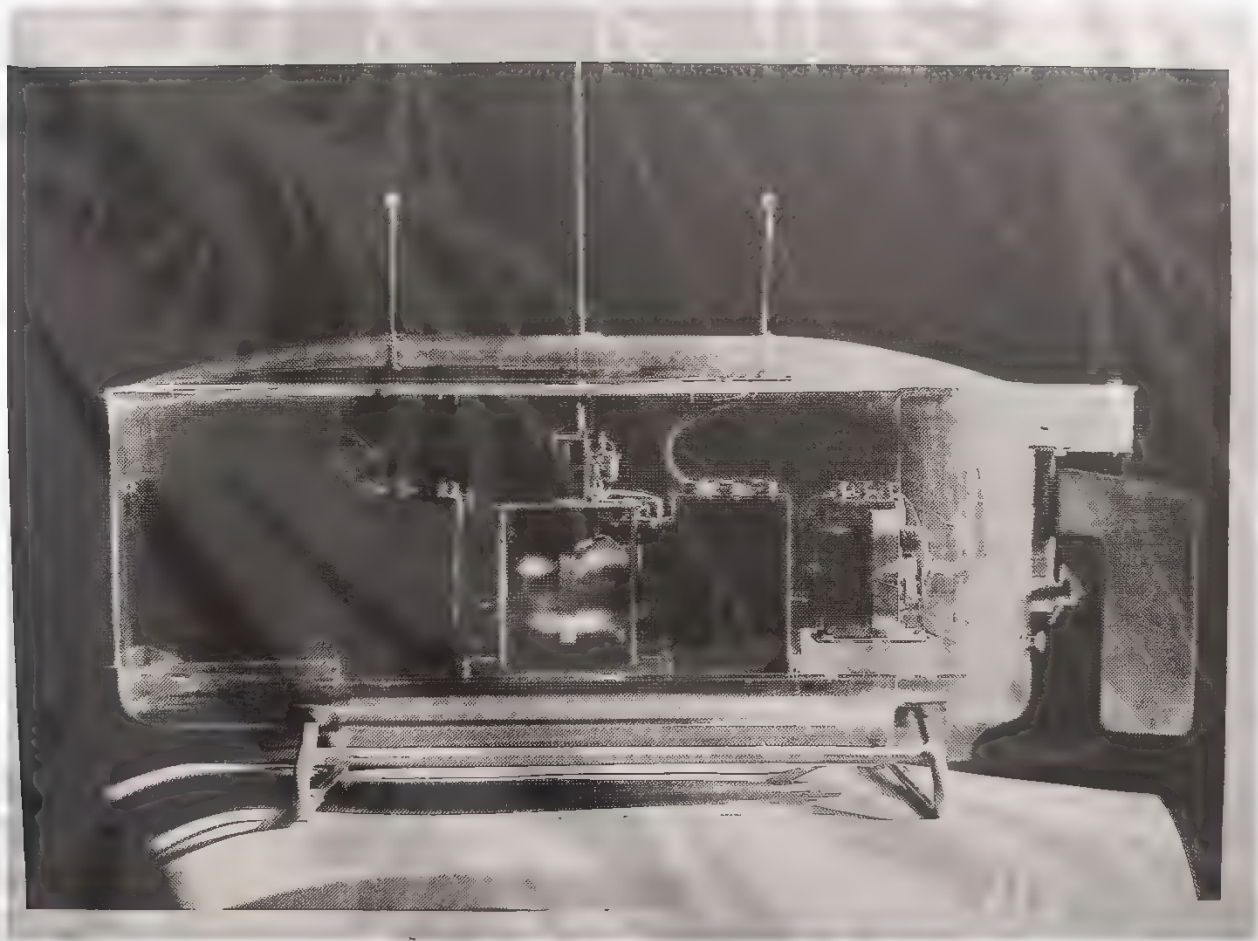
FIRENZE

18

Katharine Johnson



Offshore platform
during a storm
in the North Sea
off the coast of
Norway
1974





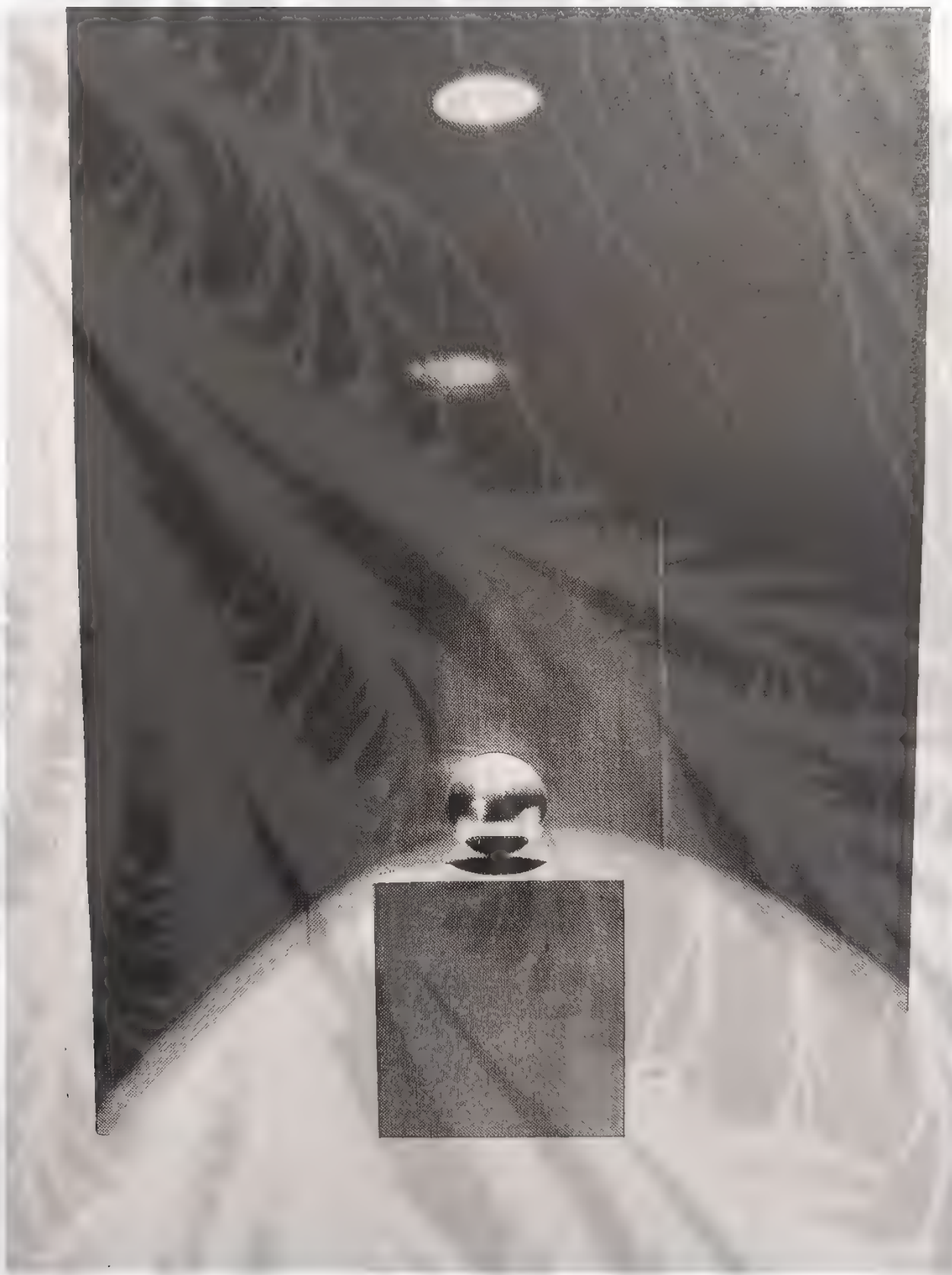


Showing part of
superheated station
feed in diameter
"Magnifying"

Apparatus in the
Coil on left fifty one
forms part of
Transmitter."



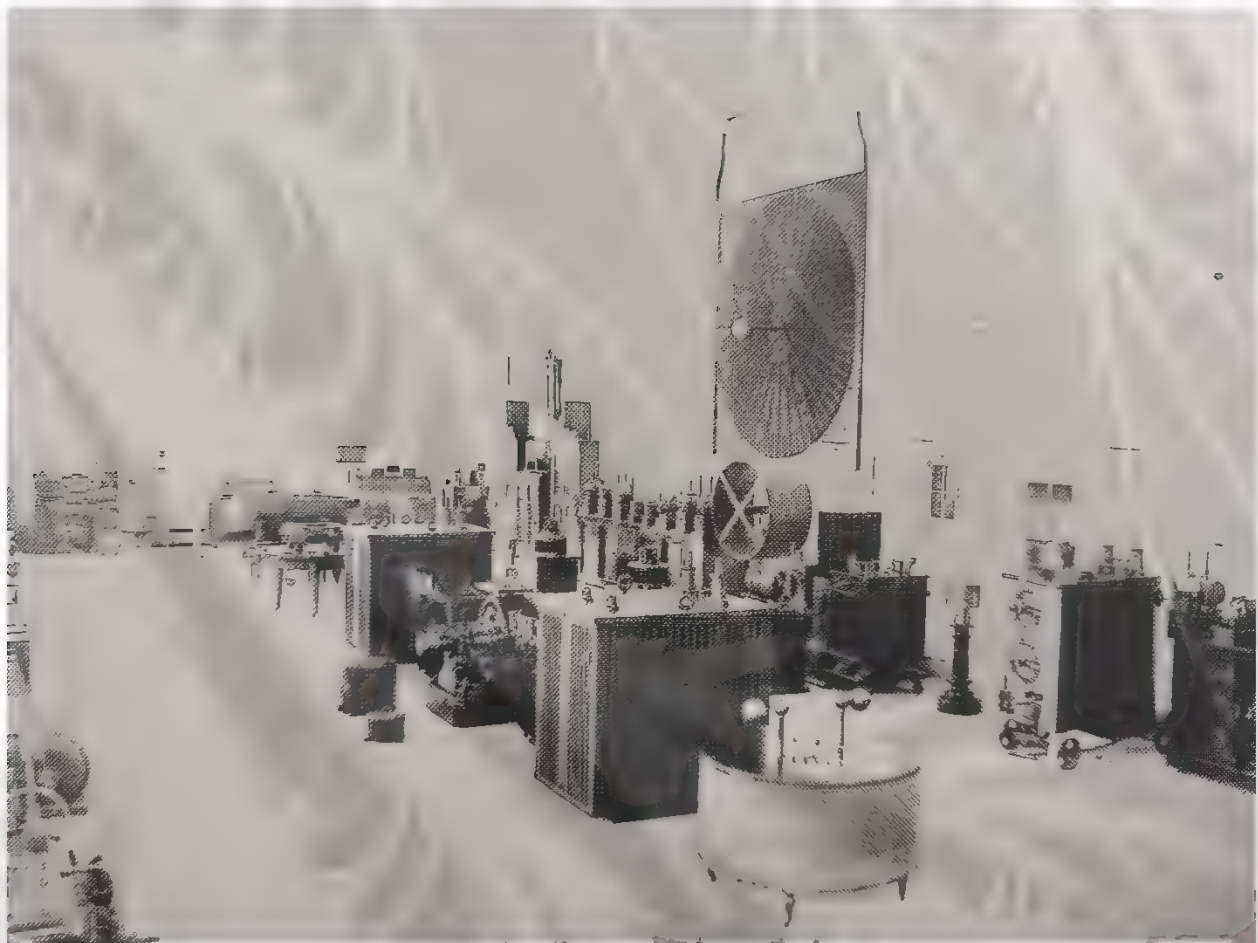












LERNER PUBLICATIONS COMPANY

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April 26, 1994

Leland Anderson
2525 South Meade Street
Denver, Colorado 80219

Dear Mr. Anderson:

I was finally able to "borrow" the 8 photographs you requested from our production department long enough to have negatives made - they are enclosed. (As you know, the Nikola Tesla Museum holds the copyright to these images.)

Thanks again for identifying the portraits of Tesla's sisters - it was a big help.

Be sure to say hello if you are in the Twin Cities!

Sincerely,

Lynn Olsen

Lynn Olsen
Senior Photo Researcher













































SMITHSONIAN INSTITUTION, Div. of Electricity & Modern Physics

RAPID NOTE

FROM

ELLIOT SIVOWITZ

DATE 10-15-80

TO

LELAND ANDERSON

2525 SOUTH MEADE ST.

DENVER CO 80219

LEE - RECEIVED YOUR NOTE OF OCT. 6. ATTACHED
IS AN 8x10" PRINT OF A WARDENCLIFFE TOWER
VIEW ENLARGED FROM A 2x3" NEGATIVE IN THE
FILES - (A PRIVATE DONATION ABOUT 10 YRS. AGO)
AS YOU CAN SEE THE QUALITY IS MARGINAL.
WE ARE CHECKING ON THE OTHER PHOTOS
PER YOUR LETTER

SIGNED

Elliot

OPS NO. 2702
LITHO U.S.A.



Tesla's Tower

Nikola Tesla was born on July 9, 1856, in Smiljan, Croatia (now part of Yugoslavia). By the age of 28 he had conceived the idea of a rotating magnetic field and was well on the way to constructing the first working a-c motor and generator. Tesla arrived in New York in 1884 with four cents and a book of poetry, for everything else had disappeared in a Paris railroad station. Soon after his arrival he approached Thomas Edison and was told: "Direct current, that's what people want. Forget alternating current. It's a waste of time." Edison must have recognized Tesla's genius for he gave him a job. Tesla however, didn't forget this early remark nor the later jokes which Edison made at his expense. So deep was this hurt in fact, that years later he refused to share the 1912 Nobel Prize in Physics with Edison, a "mere inventor." Not all of his inventions were as successful as the patent rights on alternating current which George Westinghouse purchased for \$1,000,000. Shortly after the turn of the century Tesla built a 300-foot-high tower capped by a copper mesh dome, near Shoreham on the Wading River branch. From this facility he planned to broadcast cheap electricity and entertaining programs. J. P. Morgan and several other prominent businessmen were persuaded to put up \$300,000. During the construction of this small "Radio City" Tesla had his supper specially prepared on a Long Island train every day, and each evening as the train waited in Shoreham station a porter would deliver the meal to him. The project was eventually abandoned for lack of funds and the huge tower was razed by the government during World War I. Tesla had invented "the arc light before Edison and the radio before Marconi, and he talked about cosmic rays a generation before other scientists learned such rays existed. In 1917 he even discussed plans for detecting distant objects by means of shortwave impulses reflected off the objects and picked up on a fluorescent screen" (radar). When Nikola Tesla died on January 7, 1943 at the age of 86, he had "become a forgotten man in the electrical age that owed him everything."

*Quotations used by permission of Lyman M. Nash and Boys' Life, published by the Boy Scouts of America.

J. Burt

From "Steel Rails to the Sun" :
Rm Ziel + George Foster
Duell, Sloan & Pearce, N.Y., 1901



Teala Tower photo by Joe Burt.

This photo copied and reprocessed
by Harry Goldman with permission
of Burt estate.

Courtesy of Harry Goldman
34 Amy Lane
Glens Falls
New York 12801

Sept. 1911 (see credit in SUFFOLK SUN's

Dance magazine section article

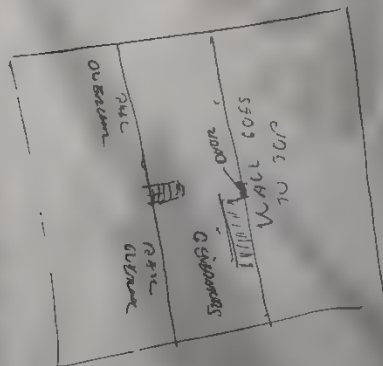
"The High Tower", Feb. 17, 1968, p. 5."



Inside Tesla plant 1914

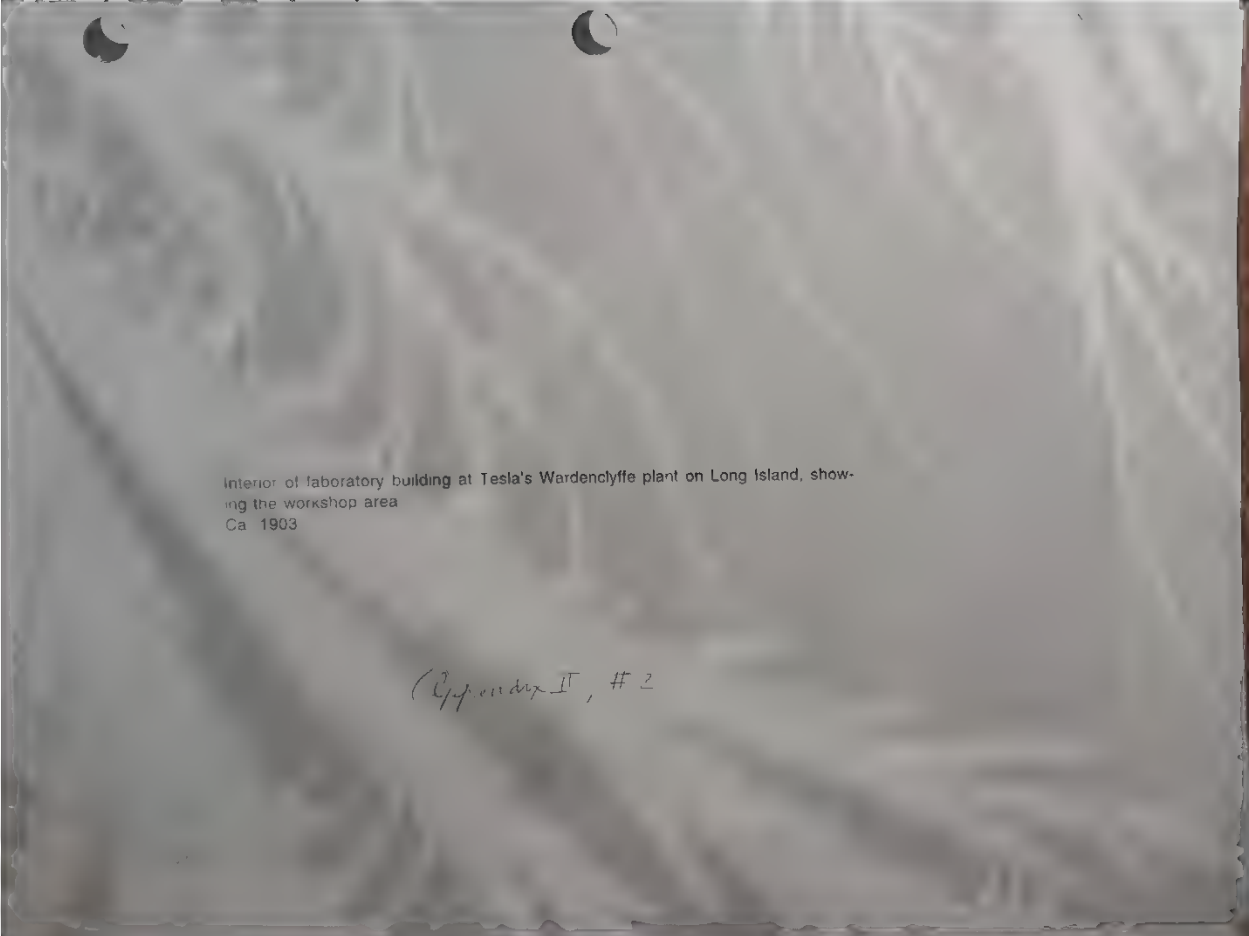
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Photo by Thomas R. Bayles



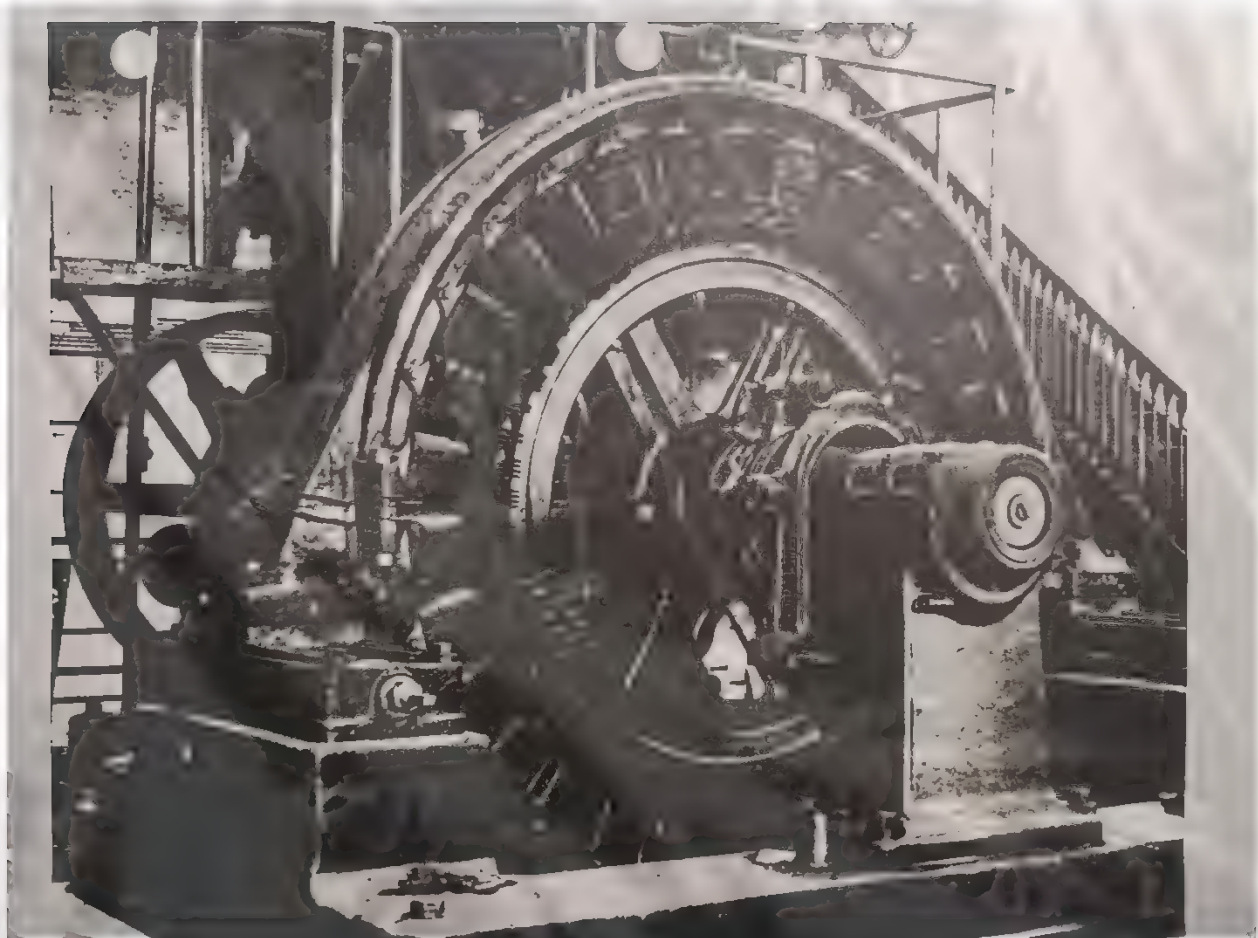
→ To Tower





Interior of laboratory building at Tesla's Wardenclyffe plant on Long Island, showing the workshop area
Ca. 1903

Appendix II, # 2



Direct-controlling Westinghouse 1000 kw, 2300 volt, 60 Hz,
3-phase, 200 kw, Serial No. 1-407.

Driven by Westinghouse auto condensing engine No. 1007,
18 by 27 by 16 feet.

2.2 PLANT 1 EQUIPMENT

2.2.1 Intake Equipment

The intakes for Plant 1 are located on the south bank of the river, 300 feet upstream from the Falls, and consist of two 20-foot-wide bays. The bays are protected by sets of trashracks, which prevent large pieces of debris from entering the intake area. Additional sets of trashracks, which collect smaller debris, protect the entrances to two 8.5-foot square headgates. The gates are operated by electric motors through gears and rack and pinions. The trashracks have mechanical raker assemblies, powered by electric motors, that remove the debris from the intake area. The operation of the rakers is automatic and initiated by signals from the pressure transducers monitoring the differential water pressure across the face of the trashracks. This prevents accidental dewatering of the penstocks due to blockage of the intakes. The rakers can also be operated manually at the trashracks or remotely from the control house.

2.2.2 Flowline and Penstocks

The headgates cover the entrances to two vertical 7.5-foot diameter steel penstocks, which descend 270 feet to the powerhouse directly below. The penstocks are secured to the walls of a vertical shaft hollowed out of solid rock, which opens into a man-made cavern, commonly called the "cavity." When the penstock for Units 1-4 reaches the cavity, it feeds into a horizontal receiver that extends for 160 feet along the length of the powerhouse. The cylindrical receiver has a 1-inch wall thickness and is 10 feet in diameter for the first 80 feet and then tapers down to 7.5 feet in diameter for the final 80 feet. The second penstock is dedicated to Unit 5 and feeds into its turbine directly.

2.2.3 Turbine and Generators

The cavity features four multiple runner, horizontal impulse-type waterwheel turbines (Units 1-4) and one horizontal Francis-type turbine (Unit 5). Units 1-4 each have a 2,500 hp, 6-runner turbine, which operates at 300 rpm and 252 feet of rated head. The runners are powered by a set of 12 needle-valve controlled nozzles. The existing units were installed shortly after the units initially installed were found to be inadequate. The Unit 5 turbine, a single discharge Francis, was added in 1905 and is rated at 10,000 hp, 300 rpm at an effective head of 260 feet.

The Unit 1-4 generators are horizontal shaft, stationary field generators, three-phase, 60 cycle, 2,000 volts at 300 rpm. The ratings for the generators are: Unit 1 - 1,500 kVA, Unit 2 - 1,800 kVA, Unit 3 - 1,500 kVA and Unit 4 - 1,500 kVA, all with a 1.0 power factor (pf). Unit 5 is a conventional rotating field, horizontal-type generator, three-phase, 60 cycle, 2,000 volts at 300 rpm. Unit 5 is rated 6,220 kVA, with a 0.9 pf. The excitation for Units 1-4 is supplied by a common bus connected to a waterwheel-driven direct current generator rated 75 kW at 125 volts. A motor-driven exciter rated 75 kW, 125 volts at 690 rpm supplies excitation to Unit 5.

2.2.4 Tailrace

Tailwaters exit the powerhouse via a 450-foot long natural rock tailrace tunnel, which discharges directly into a natural plunge pool near the base of the Falls. An elevated walkway extends the length of the tailrace and is secured by a fence and locked gate at the plunge pool opening.

3. Underground Cavity

Character-Defining Features

- Structure lies 270 feet below ground hollowed out of the rock
- Unlined stone surface (no concrete or timber coffering)
- Wood structure column and beam supports
- Inverted trusses
- Concrete floors
- Original generating equipment (5 units) dating from 1898 to 1905
- Original light fixtures
- Original dedication light fixtures reading "1898"

Significance



Figure 3.3-3 - Original Lights in Underground Cavity

The Snoqualmie Falls Project was the first in the world to feature a completely underground electric generating station. Built in 1898, the underground cavity (Figures 3.3-3 through 3.3-5), which houses the electric generating station, represented a new mode of construction and operation for the late nineteenth and early twentieth centuries.

The location of the generating station reflects a unique adaptation by the project engineers to the natural landscape present at Snoqualmie Falls. By locating Plant 1 in the underground cavity, project engineers protected the generating equipment from external weather conditions and took advantage of the water's 270-foot drop through the penstocks to generate high head. The underground cavity and the generating equipment have retained much of their original appearance. These structures serve as reminders of an early era in engineering design.

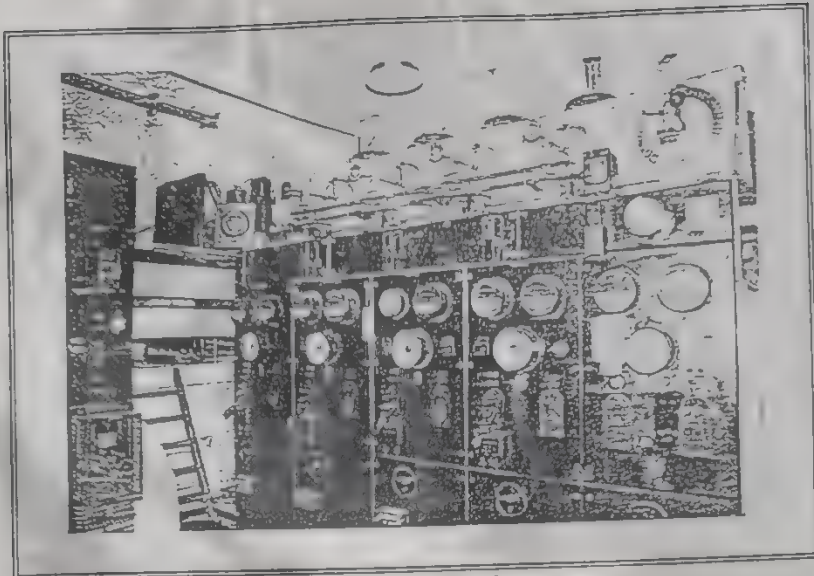


Figure 3.3-4 - Underground Cavity - Control Panel



Figure 3.3-5 - Underground Cavity - Generator Unit



Experimental and tower-excitation side of Nikola Tesla's Wardenclyffe
plant building, L.I. (ca. 1914)

TESLA PLANT AT SHOREHAM (1913)

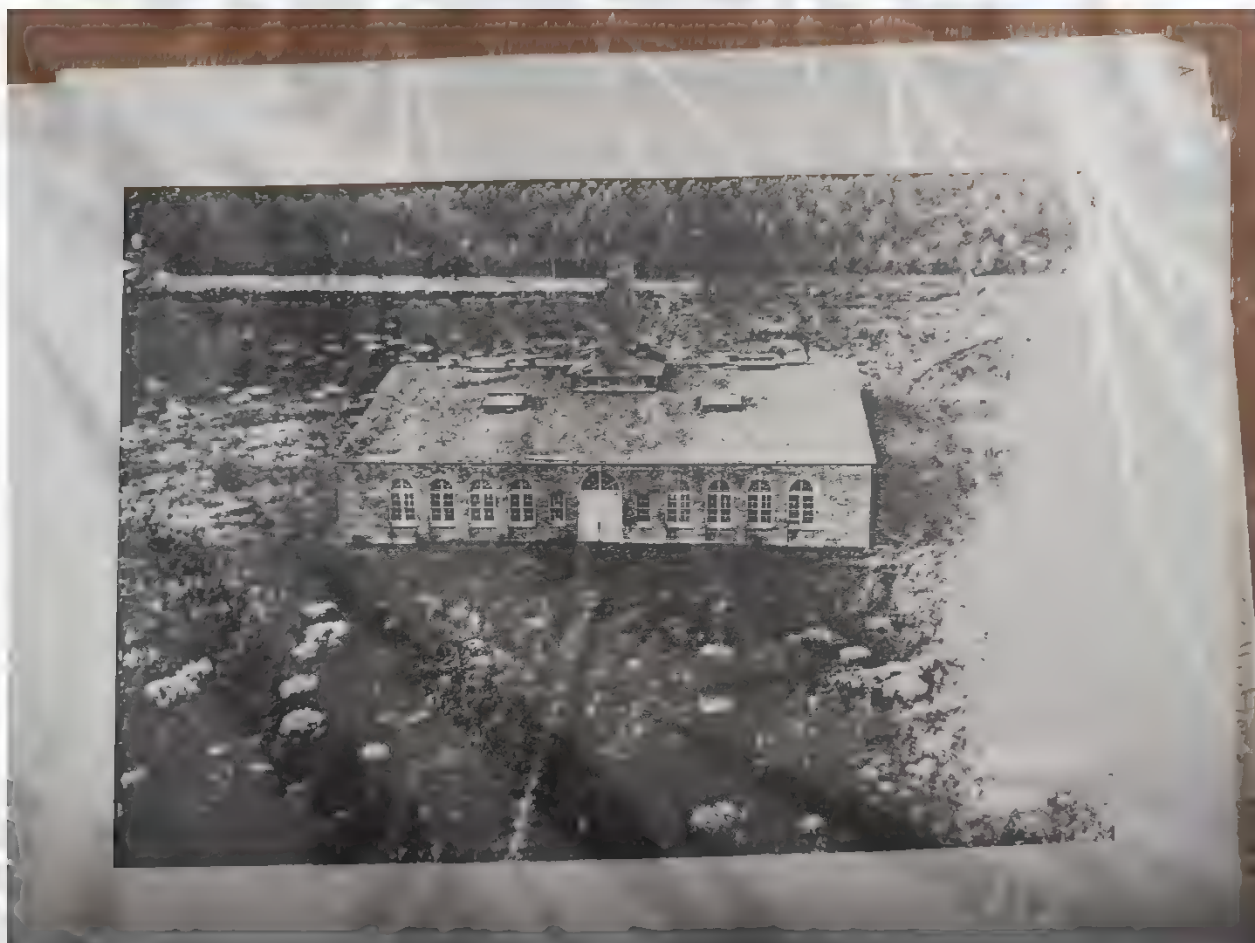
THOMAS R. BAYLES





U14
30

Shoreham R.R. Station
directly across from Tule's Tower
Tom Bayles 1913





Tesla's Laboratory 1914

Nikola Tesla's Wardenclyffe plant building, L.I., as seen looking down from half-way up tower. (ca. 1914)

3769

Photo by Thomas R. Bayles

Picture I took from top of Tesla's tower showing Shoreham railroad station in 1914.

Looking down at railroad station across from Nikola Tesla's Wardenclyffe plant, L.I., as seen from half-way up tower. (ca. 1914)

3769

Photo by Thomas R. Bayles



Looking down from top of Tesla's Tower
at what is now Route 25A.

Tom Bayles 1913

31
L1A





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Tesla's behemoth tower, to be used for the demonstration of wireless transmission of power across the Atlantic, was erected in 1901 at Wardencliff (near Shoreham) on Long Island. Built entirely of wood, except for the 55-ton skeletonized globe at the top, it was designed so that every spar could be taken out at any time and replaced if necessary.

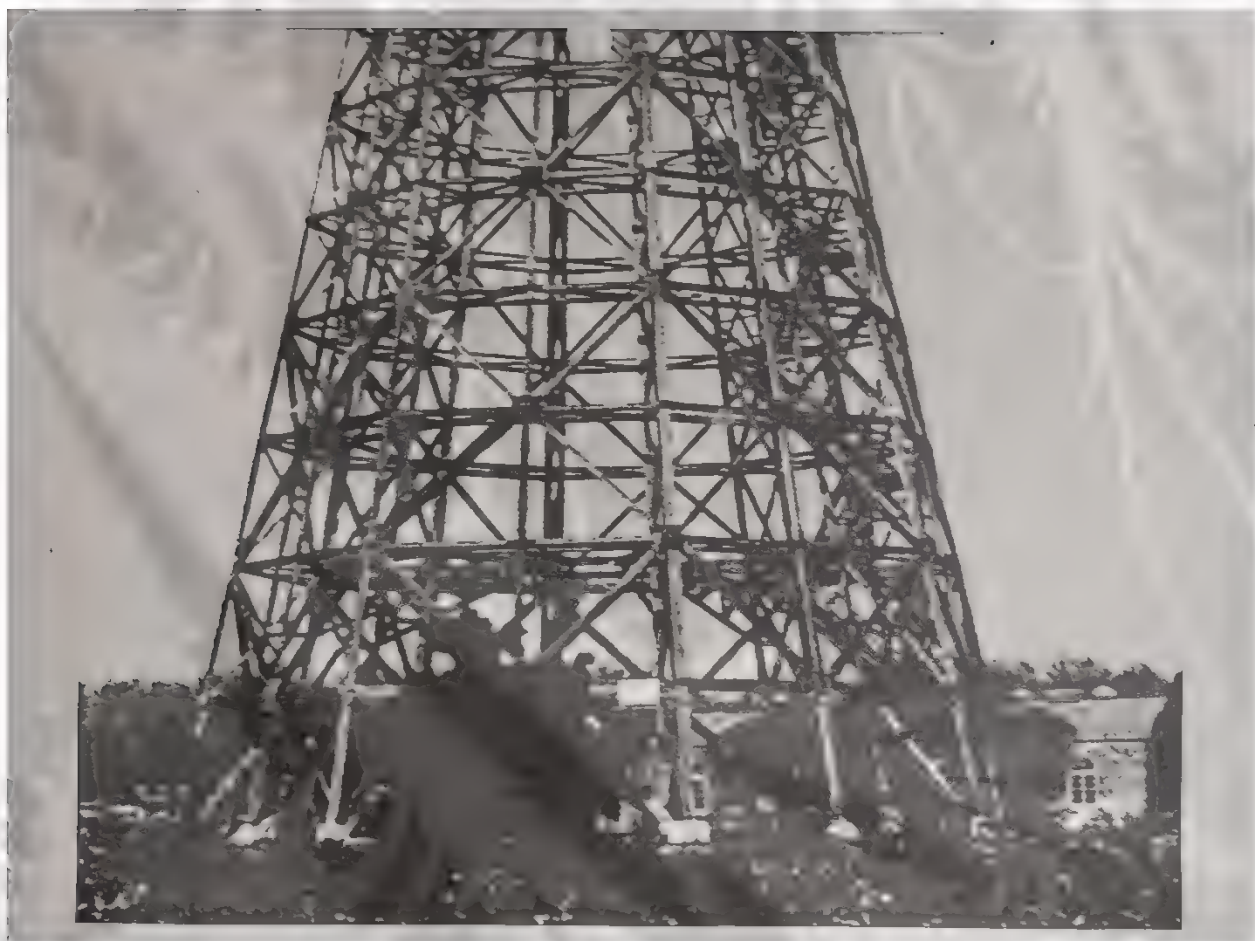
Photo by Lillian McChesney, ca. 1916





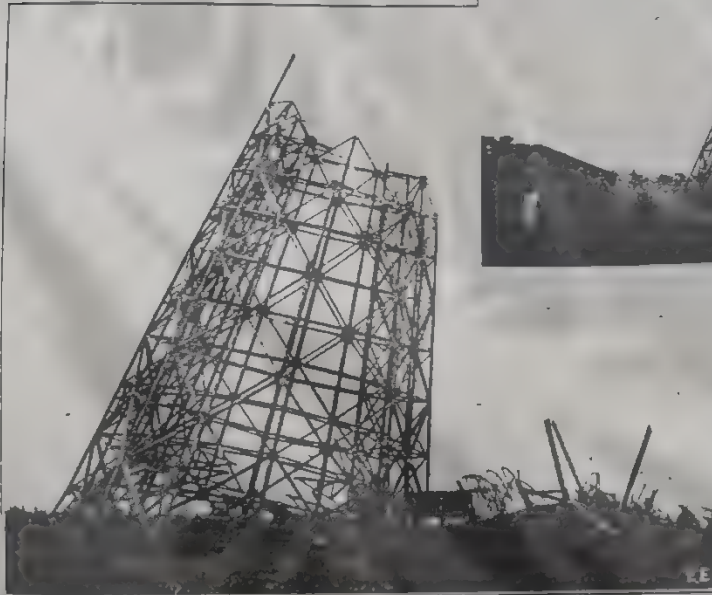


Detail of tower construction at Tesla's Wardenclyffe plant on Long Island. The tower was constructed of large wood beams connected with metal plates. Ca. 1917 (prior to the destruction of the tower).



y Nikola Tesla, the reu-
ment ordered the tower
was recently demolished
uring the past month sev-
been seen lurking about

the tower, which was about
h a well about 100 feet
experimenting with the
ctrical energy for power



Two Views of the Last
Minutes of Tesla's Gigan-
tic Radio Tower at Shore-
ham, L. I., New York, As
It Was Being Demolished
by the Federal Govern-
ment. It Was Suspected
That German Spies Were
Using the Tower for Ra-
dio - Communication Pur-
poses. It Stood 185 Feet
Above the Ground and
Cost About \$200,000. Tesla
Had Not Used It For Sev-
eral Years.

Photos by American Press Association

I met a man a number of years ago that was raised on Long Island in the neighborhood where Mr. Tesla, inventor of the Tesla Coil, had his lab. He told me of Mr. Tesla's notes blowing down the street when the junk men were dismantling his equipment. It would be a wonderful thing if some of these notes were salvaged and could be found.

A. J. Paggs
A. J. Paggs,
Inventor
12503 Wash. Place
Mar Vista 66, Calif.
July 8, 1970.



Dynamite charge set to the Tesla tower at Wardenclyffe, Long Island, July 4, 1917. Rumors spread swiftly that the tower was destroyed by the federal government to prevent its use by foreign agents to transmit information to Europe concerning troop movements. The tower was actually destroyed by the mortgage holder, proprietor of the Waldorf-Astoria Hotel, to make the property more salable. Tesla had been unable to satisfy hotel bills amounting to \$20,000. Man on right is John Melville of Shoreham.
Photograph by Thomas R. Bayless

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(taken by Luerge)







D

Base of Tesla Tower, Shoreham, L.I. ca. 1920

EDWIN J. BINNEY, center.
MORTIMER F. BROWN, left
MARSHALL SMITH, right

Base of tower at Tesla's Wardenclyffe plant on Long Island after removal of tower.
Note large conduit from the laboratory building to the 120-foot shaft beneath the
tower to carry electric and hydraulic mains.
Ca. 1920.

Base of Tesla Tower, Shoreham, L.I.

Photo by EDWIN J. BINNEY ca. 1920



GERNSBACK PUBLICATIONS, INC.

200 PARK AVE. SOUTH
NEW YORK, N.Y. 10003
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March 12, 1980

Ms. Margaret Cheney
3854 San Juan Canyon Rd.
San Juan Bautista, CA. 95045

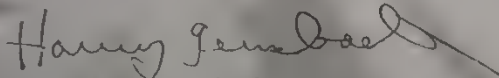
As far as I know, the Tesla illustrations which appeared in The Electrical Experimenter and in Science & Invention magazines are in the public domain. My father, Hugo Gernsback, lost control of the companies which published these magazines more than 50 years ago. And, as far as I know, no successor companies are still in business.

The artist, Frank Paul, has been dead for some 15 years. So I think you are quite safe in publishing the pictures.

Paul worked for my father as an illustrator for more than 50 years beginning around 1915. Two of the illustrations which you sent were done by Paul - an assignment from my father to accompany the Tesla articles in 1919 and 1922. The illustration from the June 1919 Electrical Experimenter was, as the caption states, a photograph of a model. The model presumably was commissioned by Tesla at the turn of the century. I suspect that Paul retouched the photo and added some details. It has the characteristic Paul touch. Incidentally, Paul and my father worked as a team; Hugo would supply the ideas, Paul would draw them. As their collaboration matured through the years, Paul became quite capable of adding his own ideas and frequently did so.

I'm enclosing Xerox copies of the illustrations from our bound volumes.


Cordially,



M. Harvey Gernsback
President

MHG/jc



The Tesla aircraft requiring
no propeller or wings 
Electrical Experimenter, Oct. 1919, p. 507

Nikola Tesla's conceptual aircraft design requiring no propeller or wings. Drawing by artist Frank Paul. (Illustration appearing in the *Electrical Experimenter*, Oct. 1919, p. 507)



THIS PHOTOGRAPH OF A MODEL SHOWS HOW THE TESLA TOWER BUILT ON LONG ISLAND, EIGHTEEN YEARS AGO, WOULD HAVE LOOKED COMPLETED FROM ITS APPEARANCE NOBODY WOULD INFER THAT IT WAS TO BE USED FOR THE GREAT PURPOSES WHICH ARE SET FORTH IN HIS ACCOMPANYING ARTICLE.

Copyright, 1919, by E. T. S.



Caption for drawing by artist Frank Paul appearing in *Science & Invention*, Feb. 1922, p. 912: War of the future as it will be conducted from the viewpoint of Dr. Tesla. — Machines of destruction more terrible than anything concocted by the master minds behind the "World War." Armies and navies will sail under the ocean and through the skies with not a man on board. According to Dr. Tesla, these death-dealing monsters of the sea and air will be controlled and directed from distant points hundreds or even thousands of miles away by radio weaves of the proper sequence and frequency. The tower-like structures seen on the land in the accompanying picture are transmitting radio-electric power for operating and controlling the sea and air defense craft. When one of these aerial machines passes over an enemy city, the power radio control wave is flashed out and the giant craft drops gas and explosive bombs, destroying buildings and people as well. Man will be the master mind behind the future war, but machines only will meet in mortal combat. It will be a veritable war of "Science."

Artist's conception of war of the future as it will be conducted from the viewpoint of Nikola Tesla. The tower-like structures seen on the shore are transmitting radio-electric power for operating and controlling the sea and air defense craft.



From: *Science & Invention*, Feb. 1922, p. 912



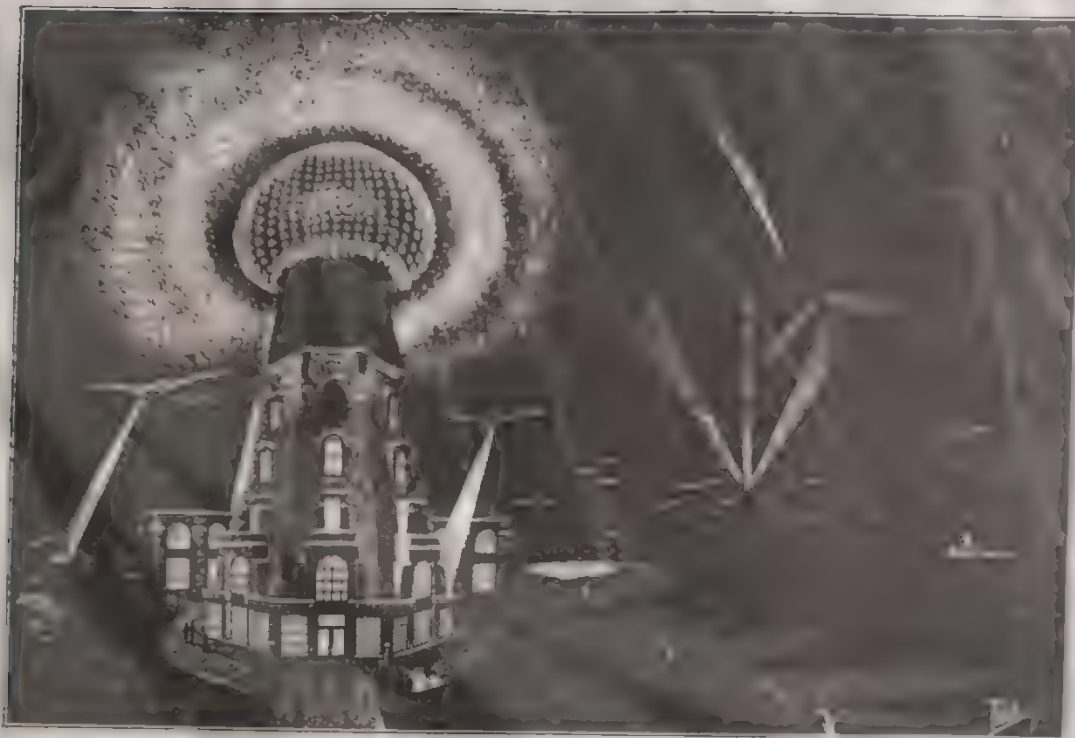
War of the Future as It Will Be Conducted From the Viewpoint of Dr. Tesla. Machines of Destruction More Terrible Than Anything Concocted By the Master Minds Behind the "World War" Armies and Navies, Will Sail Under the Ocean and Thru the Skies—With Not a Man On Board. According to Dr. Tesla These Death-Dealing Monsters of the Sea and Air Will Be Controlled and Directed From Distant Points Hundreds or Even Thousands of Miles Away By Radio Waves of the Proper Sequence and Frequency. The Tower-like Structures Seen On the Left in the Accompanying Picture are Transmitting Radio-Electric Power for Operating and Controlling the Sea and Air Defense Craft. When One of These Aerial Machines Passes Over an Enemy City, the Proper Radio Control Wave is Flashed Out and the Giant Craft Drops Gas and Explosive Bombs, Destroying Buildings and People as Well. Man Will Be the Master Mind Behind the Future War, But Machines Only Will Meet Mortal Combat. It Will Be a Veritable War of "Science."



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Artist's conception of Nikola Tesla's system for the transmission of power
by radio waves.

from Radio News, Dec 1920, p. 1



An artist's conception of Nikola Tesla's system for the transmission of power by radio waves, which was proposed several years ago.

Transmitting Power by Radio

By JOSEPH RILEY

An excellent exposition of one of the problems on which investigators have been working ever since the propagation of radio waves has been known.

IT HAS been the fondest dream of inventors for ages past to be able to transmit power in considerable amounts over distances both long and short. They have succeeded admirably, for today there are millions and millions of horsepower being transmitted from the various power plants throughout the world to other parts of the world. But in all cases the transmission is accomplished through the medium of the electrical conductor. In the case of electrical transmission this material substance is the copper of the conducting wires.

But no sooner than the dream of the inventor realized than another inventor has another dream. He is not satisfied with the accomplishments of his predecessor, but he must go on one better. He must learn to do away with the copper conductor. An admirable project, but it is a question whether or not such a thing is possible.

The writer has no desire to commit himself by making statements that it is impossible to do one thing or another. Time and again the skeptics have been shown the folly of their ways. No sooner does one of these "intelligentsia" set himself forth as an unbeliever, just as soon does someone tear down his wall of arguments, and accomplish the very thing the skeptic said was impossible.

For this reason, the writer will not say that it will be impossible to transmit appreciable amounts of power over distances by

means of radio. The writer will say, however, that it is impossible to transmit appreciable amounts of power over distances by means of radio. This paragraph is not an example of tautology, dear reader, for you must note the emphasis placed on the tenses.

The point is, in just a few words, that in the light of the present knowledge, and the existing state of the art, it is not being done today. Let us hope that we will see it done ere our days are o'er.

There is another idea that may be appropriately interpolated here, and that is that, although, as far as I know the patent laws, there is none that prohibits the patenting of ideas dealing with perpetual motion machines, it is not being done. I do not mean, of course, that there should be any antipathy against patenting ideas of this kind, but that we have a natural distrust of such a thing. It is not that we have a distrust of such a thing, but that we have a distrust of such a thing.

As we have just seen, the question is not whether or not such a thing is possible, but whether or not it is being done. There are natural barriers that must be broken down before radio power transmission can become an accomplished fact, and one of these is the extremely important question of the attenuation of the field strength. The writer is not in a position to say how much of this is due to the methods. The writer must insert a word when I make the remark "by the methods" I mean the usual methods. I am not at present referring to radical or revolutionary things like unknown newly discovered "rays," etc.

We can discuss simply from our experience in getting DX. Just the ham, who lives a pounding in, just as brass-pounding right lead-in. And thus, mundane existences splitting the hairlines on our micro-micro-vernier dials, trying to get out of the ether a mere vestige of sound from "Station KBVD, New York City."

If the reader has good eyesight he will see this very plainly in the diagram shown below. The curve is drawn for a station which sends a certain number of amperes up into its antenna. Right at the station if we had a receiving set there, we would receive a pretty strong signal. Let us call that signal strength 100 per cent.

As we have just seen, the station is 120 miles from the receiving station. It is obvious that the received signal would diminish in strength as the distance increases. This is shown by the way in which the curve drops down. Kindly note that the signal strength is only 2 per cent at the small distance of 120 miles.

But even this does not nearly tell the whole story. By the expression "signal strength," as used above, we mean the current in the receiving antenna. This, by no means, is the power, for the power is determined by both the current and the voltage, among other things. The voltage in

(Continued on page 848)

Tesla Bld. at Shoreham L. E. 1891



Shoreham Revisited

Dear Sir,

In regard to your ad in the January 1990 QST. I am sending you the enclosed photo.

About 1930 I worked at the RCA transmitting station at Rocky Point Long Island N.Y. The building in the picture was referred to as the Tesla Building and was used by RCA as a warehouse. The building was in Shoreham, just east of Rocky Point. I had no information except that Tesla used the building as a Laboratory.

There were rumors that he was trying to develop means of transmitting power by radio frequency.

RCA might have acquired the building via their connection with Westinghouse.

As to Tesla, there are many who believed that Tesla invented the three-phase induction motor and should have received the credit and monetary rewards.

I hope the picture has some value to your organization

73s

Louis Wolf; KD2HV



From Steve Eisewick, Int'l Tesla Society

10/10/90



From: REFLEX-SHUNS, Vol. 1, No. 1 (July 1981), p. 4.
(Peerless Photo Products, Inc., newsletter)



From Peerless Photo Products, Inc.

09-08-81





BROOKLYN EAGLE

BROOKLYN, N. Y., MONDAY, APRIL 24, 1939

Sale of Nicola Tesla Property Recalls Stories of Aged Inventor



The former experimental station of Nicola Tesla father of alternating current. It is located at Shoreham. (Brooklyn Eagle photo.)

Spectacular Try to Communicate With Mars Once Aroused Shoreham



ALBANY

CHILD: J. W. S. HUNT, PRODUCE, INC., CHESAPEAKE, I. I., N.Y. (Photo shows Toga 1st.)

211
.8

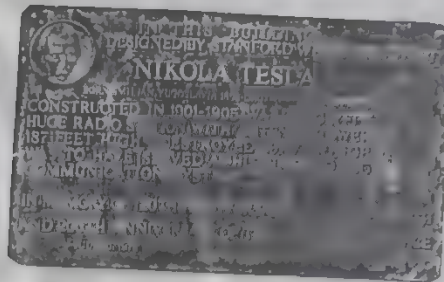


100-1-100

PHOTO BY - Leland I. Anderson

Leland I. Anderson

100-1-100



Photos by PSA member Priscilla Hockman
of Long Island

(from Harry Goldman 08-15-81



ELLEN SHERMAN
97C Tracy Place, Hackensack NJ 07601

19 January 1996

Dear Lee,

I know that you have many photos of the old Wardencllyffe property, but have not been to visit the land as it looks today. I have finally gotten that role of film developed that I took through and under the fence, and I am pleased to send you the following photos.

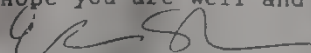
These are in the order I mailed them in:

1. The building from the right hand side of the property. You can see just left of the building a white building that seems to possibly be attached along the left hand wall of the lab. It protrudes out in front of the building and goes up an additional story. This part of this building has been suggested for removal by everyone involved.
2. The building from the right hand side of the property along the fence.
3. The building from the street in front of the lab with a telephoto lens. The orange fencing is around the tower foundation.
4. The building from the right hand fence line. Showing the back of the building and the chimney. The white roof line near the chimney shows the height of the building proposed for removal.
5. The street sign at the corner of the Tesla Street which runs along the right hand side.
6. The white house or cottage which stands at the fence line along the front of the property on 25A.
7. The rail road bridge that was in photos found by Chris Bach from the original period.

I hope that you like them. Due to the inaccessibility, naturally the quality of the photos are poor, but I hope that you like them anyway. I am sending a similar set to Gary.

I remain very interested in the outcome of this project. Dr Conover tells me that the local paper has been in contact with AGFA and that they say that we are "A viable option". Dr Conover is in touch with LILCO and trying to get them to name one of their people to the board.

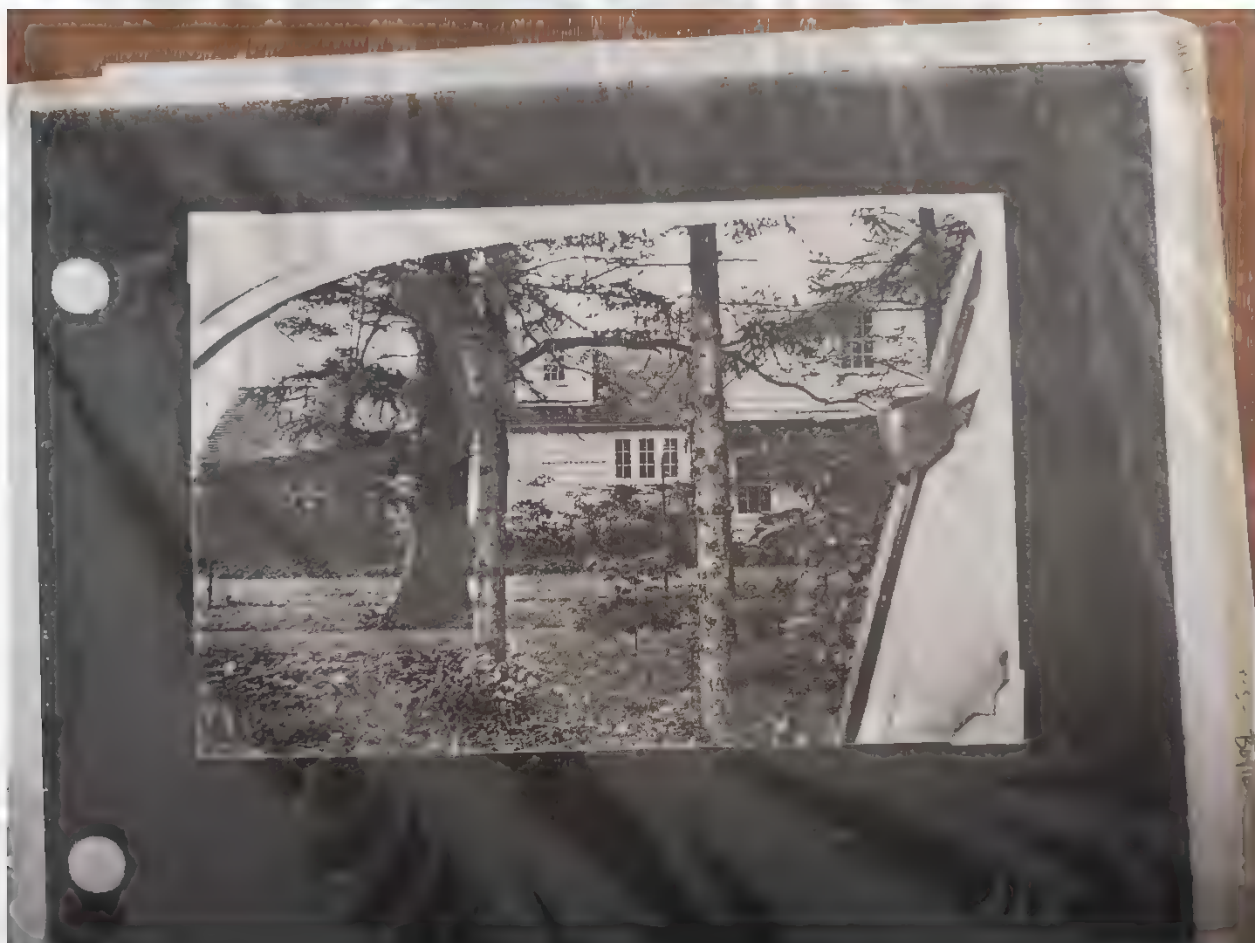
Hope you are well and I will speak to you on the internet!


Ellen Sherman









11-10-11





Tesla na večeri priređenoj u čast Henrija Kluza 1910. godine.

Dinner to Mr. Henry Clews
In honor of his election
as
President of the American Civic Alliance
by the
Board of Governors
1910
(FEB. 21)

re
R

New York Times 1910

Jan. (26)

Feb. (3)

June (5)

July (17, 22, 26)

Since Claws and the Allbirds are
frequently mentioned in the Times I
therefore question "1910" given in the
Arabian translation of C. Lewis's book on the



President of the Railroad.

all vacations
to President
heart-to-heart
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of ten days or
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out of town
Some, how-
busily working,
sed interesting
tion problem, as
views show:

should take. It would be much like
trying to treat all diseases by one gen-
eral rule, and one cannot fail to appre-
ciate that this wouldn't work out well
at all. I believe in vacations, but it is
ridiculous to think that a man requires
two or three months—I mean the aver-
age business man under average condi-
tions.

"On the other hand, a man, in jus-
tice to himself, should take as much as
he feels he needs—he must make a
study of himself—an honest study!
Some men don't need a vacation at all
because their work is really a recrea-
tion to them—quite as much as a vaca-
tion would be."

NYT July 31, 1910 p. 5, p. 3



Henry Clews, Banker.

... is going, should take
... work should have at least that he can
... ks. but in both the cases where, while he is
... woman works with the brain awry."



NYT July 31, 1910 p. 5, p. 3

John D. Archbold, Vice-Pres., of the Standard Oil Co.

Oliver Harriman, Bar

and these who have more stereotyped
there are certain conditions
take any standard vacation
fault to arrive at."

Henry Clews, Banker.

Henry Clews got right down to per-
centage at once, and stated that he
thought "25 per cent. of time spent in
vacation, according to Mr. Taft's state-
ment, was entirely too much, and that
it would ruin some people.

"Why," he continued, "the average
clerk would be spoiled if the rule for
vacation was to extend beyond two
weeks, although I do think they should
have a two weeks' rest. The man in
business on his own account—where he
has the responsibilities of that busi-
ness—keeping in touch continually
with the fluctuations of trade, is en-
titled to a month, and furthermore, he
should exact it from himself and his
partners. If it is necessary, even go
beyond this time; but I would hardly
say three months is a proper rest pe-
riod under average circumstances. Too
long a time spent away from active
work would injure some people—impair
both their physical and mental ma-
chinery.

"At the same time I feel that a three
months' rest was needed by the Presi-
dent of the United States and other
high officers in the Government, and it
appears to me that their duties would
permit them taking that length of
time without any detriment to their
official work."

According to Mr. Clews age has a
great deal to do with the vacation
proposition. He contends that the
older a man gets the more rest he
should take. He says that in order
to have longer life and greater vigor
it is better to have a longer vacation.

"It doesn't do a man a bit of good to
go fishing on his vacation when he
doesn't care for fishing, or hunting
when he doesn't like hunting," he con-
tinued. "His vacation in the strict
sense of the word means relieving his
mind and body from that to which he
is accustomed.

"Some men think that in going to
the ball game they get recreation, but
from the time they start until they get
back they are thinking of their busi-
ness and planning what they will do
when they get back to the office. The
result is that the outing of the after-
noon hasn't done them much good.

"To sum it all up, I think it is a
very good idea for those who use their
brain to any great extent to take three
months, with the proviso I have said
before. As for those in clerical pur-
suits of a more or less mechanical na-
ture, they should all have at least two
weeks. This, too, should vary in the
case of some individuals."

Dr. A. Blauvelt, Department of Health.

"Yes, I saw that the President
thinks the vacation period should be
two or three months long," said Dr. A.
Blauvelt of the Department of Health,
but he don't explain how he arrived at
that decision. There isn't a bit of doubt
that many would like that sort of a
vacation—so far as length is concerned,
but I am inclined to think that Mr.
Taft was putting it a little broadly
when he made that two or three months
period.

"Everybody knows," he continued,
"that man and animal alike need a
resting period called a vacation, but
how long it is to be is no easy matter
to determine, if it can be determined.
I cannot say that spending a quarter

of the year in vacation is
by no means to the
rest as one who uses
active way."

Simeon Ford

Simeon Ford is k
man of the hotel bu

"I think," said S
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of a smile on his fa
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"that it is very ni
to consider that I
three months, but I
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"Personally," he c
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their rest should b
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"Anyway," added
the greatest enjoym

NEW LONDON, Conn., May 25.—Mr. Wilken, financial agent for the Russian Government, who is in the city in answer to an inquiry as to whether he had nothing whatsoever to do with the Russo-Chinese Bank.

"I don't know anything about the bank's business and I have had no instructions from my Government," said he. "The Russo-Chinese Bank is a private institution, and I have not received any word from the bank since it was founded in St. Petersburg. The bank and its affairs are out of my jurisdiction."

Mr. Wilken was financial agent for the Russian Government when Count Witte was at the Portsmouth conference, and during the past four years has represented the Russian Embassy as financial agent in Japan.

LAFAYETTE-SAVAY OUSTED.

Civic Alliance Abolishes the Offices No Held, in Favor of Committee.

Le Chevalier Norbert Lafayette-Savay yesterday the big stick of the Board of Governors of the American Civic Alliance, which abolished the three Chairmanships he held in the organization he founded.

In shearing him of power the board vested it in the hands of a committee of five. At last Thursday's session in the Hotel Manhattan Le Chevalier sought to stem the tide against him by suggesting that the authority be put in the hands of five men. At yesterday's meeting Le Chevalier, Max F. Friederang, and Frank M. Ashley put up a futile opposition. Friederang and Ashley refused to vote and tried to prevent a quorum by fleeing the room.

Le Chevalier's partisans explained that the campaign against their champion was a Tammany Hall plot, and that traitors in the Alliance camp sought to capture its invaluable influence.

Le Chevalier left the scene saying he will make a fight at the convention of the National Alliance in Rochester in September. Henry Clews resigned as President of the Alliance, but the board refused to accept the resignation.

The committee which will administer Le Chevalier's functions as Chairman of the Board of Governors, Board of Trustees, and Executive Committee consists of Irving M. Shaw, Dr. A. F. Haddad, Dr. Lucien Knapp, J. W. Miller, and Samuel Scribner.

HUSBAND OF HER YOUTH GONE

Mrs. Frank Davis, Married 22 Years, Asks Police to Find Him.

Mrs. Frank Davis, who for fifteen years has lived with her husband and their seven children at 704 East 134th Street, has asked the police of the Alexander Avenue Station to send out a general alarm for her husband, formerly room clerk at the Hotel Seville, who has been missing since May 25.

At that time he left home, telling his wife that his manager had assigned him to special work, and that he might have to leave the city. From May 25 to June 11 she received five letters from him, each dated in the city and inclosing \$25, and each telling her that he was still very busy and could not come home. The last letter she received was dated June 11. Its object was to tell her to get back her rights and to show her

Left to His Death.

One man due indirectly to the heat was that of Robert Mills, 28 years old, who lived in a tenement at 328 West Twenty-seventh Street. He went to the roof to sleep, taking with him a small cot, which he placed against the coping of the air shaft. Before he had been asleep an hour a crash was heard in the court below, and his body was found later on the concrete flooring.

From Brooklyn was reported the death of Mrs. Mary Moran of 413 Sterling Street, due to asphyxiation, seeking relief from the heat.

Here is a list of those who were prostrated by the heat in Manhattan and the Bronx:

CANNON, WILLIAM, 33 years old, of 235 East 15th Street; removed from 166th Street and Boston Road to Lebanon Hospital.

COHEN, IDA, 18 years old, of 310 East Seventy-second Street; overcome while at work on the ninth floor of 47 East Nineteenth Street; sent home.

CORNELL, JOHN, 64 years, address not known; overcome at 197 Boverly, where he fell to the sidewalk, receiving lacerations of the scalp; removed to Gouverneur Hospital.

LUPRATTO, RAGON, 7 months old, of 512 East Fourteenth Street; taken to Bellevue Hospital.

MCCUE, THOMAS, 34, of 332 East Twenty-third Street; overcome in front of 230 Third Avenue; removed to Bellevue.

LYMAN, WILLIAM J., 25, at 330 East Twenty-ninth Street; taken to Bellevue Hospital.

McLAUGHLIN, MICHAEL, 28, at Forty-second Street and Third Avenue; taken to Bellevue Hospital.

MURPHY, WILLIAM, 44, at Manhattan end of Brooklyn Bridge; taken to Hudson Street Hospital.

MURRAY, EMMA, 18, at Amsterdam Avenue and 107th Street; taken to Washington Heights Hospital.

NOVAK, JOHN, 45, at Fifth Street and Second Avenue; treated by an ambulance surgeon and sent home.

PERTZ, S., 27, lawyer, of 433 Central Park West; overcome at 450 Broadway; attended and removed to home.

ROBERTSON, ANDREW, overcome at his residence, 135 Seventh Avenue; removed to New York Hospital; his condition critical.

SAMUELS, GUSTAV, 39, at 076 Broadway; taken home.

SILVERMAN, SAMUEL, 24 years old, 7 Avenue D; overcome while at work on the ninth floor of 40 West Twenty-second Street.

STRETCH, EMMA, 22, at Forty-second Street and Sixth Avenue; taken to Flower Hospital.

STONSOHN, MINNIE, 20, at 108 Second Street; taken to Bellevue Hospital.

TANKOLSKY, JULIA, 24 years old, of 258 East Fourth Street; overcome at 100 University Place; sent home.

The Brooklyn List.

This is the list of prostrations for Brooklyn.

FITZ GIBBONS, FRANK, 20 years old, of 838 Second Avenue, Manhattan overcome at the foot of Noble Street, and removed to the Eastern District Hospital.

HOADLEY, LOUIS, 38; taken to the Coney Island Hospital.

KENT, SAMUEL, 23 years old, of 1,001 Bergen Street.

LACALL, MARY, 31 years old, no home; overcome at Beatra Place and East Seventh Street, Flatbush; taken to the Kings County Hospital.

SAMUELS, DAVID, 63 years old, of 234 Ninth Street.

SIAT, ANDREW, 31 years old, of 71 North Street.

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NEWPORT

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NYT July 17, 1910

Y 17. 1910. * *

5

WOMAN JUMPS FROM LORRAINE AT SEA

Seaman Kaufmann Leaps
Deck In a Fog Which
Prevents Her Rescue.

LAUNCH BOATS

Found About the Spot Where
She Appeared, but Body
Not Yet Found.

The French liner Lorraine, which
left Havre yesterday, was run-
ning through a thick fog early Thursday.
Seaman Kaufmann, a middle-aged
man, committed suicide by
jumping from the rail of the promenade
deck. In the fog it was un-
possible to launch a small boat,
and the big ship, sailing and men ready with
lifeboats at the rail, steamed about
until the woman jumped for
her life. Then the ship turned
back up her course to port.
Kaufmann lived in Elberon, N. J.,
returning with her sister, Miss
Kaufmann, after some months
in search of health. Miss
Kaufmann said to be suffering from

ne, her fog siren sounding
was going through the fog
Cape Race on Thursday
was a gloomy morning, no
lights along the decks were
on 5 o'clock Albert Roux, a

seaman, was polishing brasswork, when
he saw the form of a woman pacing the
far end of the starboard promenade deck.
He thought it an early hour for a pas-
senger to be about, and so he watched her.
As he looked she walked toward him and
before he could stop her turned quickly
and climbed the rail.

On the deck just below was another sea-
man. He saw Miss Kaufmann's skirts
appear over the edge of the deck above
his head. In the second he stood looking
upward he heard the man above shout,
"Don't jump!" and then the woman
plunged overboard. As her body shot
downward he leaned out and just suc-
ceeded in touching her skirt.

Roux gave the alarm as he ran toward
the bridge, and in a few seconds the Lor-
raine was slowly swinging around and
bearing down upon the place where the
woman was last seen. Chief Officer
Courcoux, who was on the bridge, saw
that it would be impossible to launch a
small boat and send it away into the fog.
Life lines were trailed from the vessel's
sides and the liner began slowly circling
about in the fog. At her rail stood many
of the men, holding life preservers ready
to throw, and peering out into the fog. No
sight of the unfortunate woman was ob-
tained, and the vessel was again sent on
her course.

While this was going on some of the
passengers came on deck. An investiga-
tion was begun and it was soon found
that the missing woman was Miss Kauf-
mann. She had quietly gone on deck, leav-
ing her sister sleeping. The news of the
suicide was broken to Miss Sarah Kauf-
mann, and she was prostrated. Her con-
dition became so serious that she was sent
to the ship's hospital.

Capt. Maurras sent a wireless message
to the woman's relatives, and they were
at the French Line pier when the steam-
ship reached there. An elderly man and
woman were at the gangway as soon as
it was put into position. They told the of-
ficers that they had received the wireless
message and would take care of the other
sister.

They would not talk about the suicide.
They knew of no reason why she should
have ended her life, they said.

HENRY CLEWS, JR., ARRIVES.

Just a Day Behind Prince d'Albion—
Mr. Clews, Sr., Comments.

Among the passengers arriving yester-
day on the French liner Lorraine was
Henry Clews, Jr., and his little son. Hen-
ry Clews, Sr., met them at the pier. The
young Mr. Clews would not discuss the
report printed here that he had quar-
reled with Prince d'Albion of Armenia in
Paris and afterward became reconciled
with him.

The Prince got here Friday on the
Lusitania. Mr. Clews would not discuss
his plans. His father, however, was more
communicative, and, stroking the head of
his grandson, said:

"We are going to make a banker out
of this boy. I had intended to do so of
making a banker out of my son here, but
things didn't seem to shape them selves
and the plan was given up. He wanted
to be a playwright, and he took one of
his plays to Clyde Fitch. The latter read
it through and said to him: 'That is won-
derful, but the trouble with it is that it
is too good. What I myself am writing
nowadays is rubbish, for that is what the
public wants—rubbish.' Then my son
gave up the idea of being a dramatist
and turned to art, and as an artist he
will, I feel certain, constantly add to the
success he has already had."

LICENSE BUREAU SWAMPED.

Variety in Actors' Contracts Causes
Commissioner to Ask for Help.

Commissioner of Licenses Robinson has
asked Corporation Counsel Watson for
assistance in solving the puzzle which the
new law, providing theatrical performers'
contracts under his jurisdiction, has
created.

Mr. Robinson points out that fully
5,000 contracts of this kind are drawn
in the city every week. The United Book-
ing Office alone drew 1,000 last week,
and the Commissioner asks the Corpora-
tion Counsel if standard forms of con-
tract cannot be used. Otherwise, he says,
such confusion will result that the work
of his office will be demoralized.

ALL CARS TRANSFER TO
Bloomington



Hates Tips.

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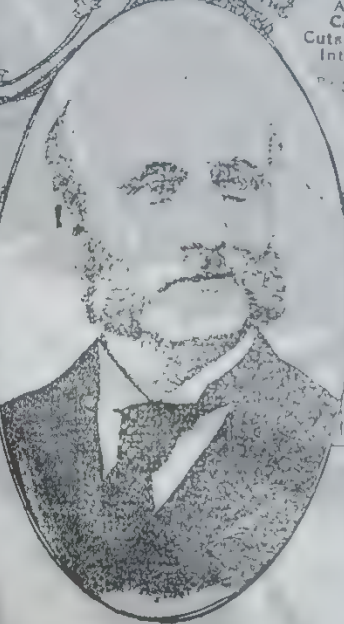
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Copyright by Fack Bros., N. Y.

August Belmont Picks Up Every Pin He Sees Lying Around.

There is a story that one time when Mr. Rockefeller had laid a shining nickel in the centre of the big, black board of a cigar waiter, the dorky, not knowing who his tipper was, had hesitated, loosed around, and then whispered softly, "Here take it back, boss." "I will," said the waiter, "I more than



Andrew Carnegie Cuts Down on Interviews.

Henry Clews's Economy Is Taking Care of His Health.

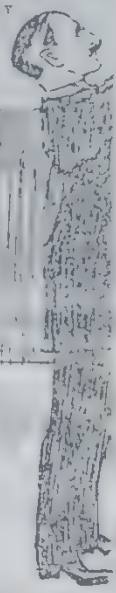
cashier of the Bank of England or the head of Standard Oil or any man, in-
deed, of ordinary business instincts.

Mr. Carnegie's special economy makes the writer sad.

"What's the little thing you cut down on?" Mr. Carnegie was asked by the writer. "There must be something there is with everybody."

Mr. Carnegie's face took on a solemn look, which is always a sign that he's going to crack a joke. He gave a couple of rapid blinks. Then he snapped, "Giving interviews!"

If it's any comfort to know that the irresistible impulse to turn off electric lights, which so many of us feel when we see the expensive things blazing im-
pudently away, is shared by million-



Paul Morton Elec

One time a ton home full to have more Morton and best that they Then, just a forward and thing. Morton ter, finally a Morton glance an involuntary still with a with a far-aw- tion of his vic "It will etc the new

General Education Board

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...but the stock market...

CLEWS DEFENDS WALL STREET

Declares Calamity Howling and Tells a Story on Russell Sage.

Henry Clews addressed the members of the Finance Forum of the Young Men's Christian Association at the Fifty-seventh Street Branch last night on "Fifty Years in Wall Street." After a defense of Wall Street as a legitimate part of the business structure of the country, he told anecdotes of the many men who have made history in the financial district in the half century covered by his experience.

Russell Sage was one of the later figures of whom he told stories. One tradition of the financier that was old enough to be new, he said, was that "whenever Sage received a dollar or a half dollar in the palm of his hand the Goddess of Liberty would turn pale, for she knew it meant imprisonment for life."

Of the present situation in the Street, Mr. Clews said that the country needed more sanity in its attitude. "I am quite of the opinion," he said, "that the time has arrived for calamity howling to cease; that there is now no occasion for undue anxiety. Business men have now no reason to feel otherwise than confident."

Welding Ring, President of the Produce Exchange, spoke on "Developing and Financing Our Export Trade."

The OMO is the leading... Dress Shield. It contains no rubber, is Odorless, Impervious, Hygienic, Durable, Washable. The only shield combining these essentials, rendering it the perfect Dress Shield. Every pair guaranteed.

THE OMO MANFG. CO., Middletown, Conn.

The Thinnest, Lightest, HANDIEST Way to Carry Your Bills!

Patented **HANDY BILL FOLD** Aug. 24, 1909

Simplifies bill folding. No fumbling, no tearing. No loss of interest. No loss of 50c to \$3. Get one anywhere, or send for descriptive leaflet.

A. L. Steinweg & Co. 111 B'way, N. Y. Sole Mfrs. & Retail Agents



Employers in search of high-class help. See page 17.

NYT Feb. 3, 1910, p. 6

I have you an arctic r

most homes there is one room chosen from among the rest for a fair degree of warmth. Observe how the children cling to that room with the stubbornness of nature; how they fret at the thought of a cold bedroom, and look with horror at the cold ap-



...conditions prevailed. The record shows that at the end of the last business year...

NYT Jan. 26, 1910 p.4

... was sufficiently ...
... the total dis-
... of the earnings of 1909
... When the year opened
... rate of payment on this issue was
... half of 1 per cent, a quarter, or 2
... cent a year. The dividend paid
... June, which was also at this rate,
... the first paid out of 1909's earnings.
... subsequent dividends were three-quarters
... 1 per cent, and 1 per cent, respect-
... and brought the total disbursements
... a stockholders of record during 1909 up
... 2 1/2 per cent. The dividend for the
... first quarter of the current year declared
... yesterday is 1 per cent., the same as
... hat declared at the October meeting and
... aid on Dec. 30 last. With the extra divi-
... end it is payable on March 30 to stock-
... holders of record March 15, and brings
... the total disbursement on the common
... stock on that date up to 1 1/2 per cent.

The usual preferred dividend of 1 1/2 per cent. was declared at yesterday's meet-
ing, payable Feb. 28 to stockholders of
record Feb. 3. The quarterly report,
made public after yesterday's meeting,
shows net earnings of \$40,971,300, which
is the largest showing for this period on
the part of 1909, when the net earnings
were \$41,750,125.

Taken month by month, the earnings
show the usual decline from October to
the end of December, which is incidenta-
l to the midwinter period. December's
total of \$13,211,330, as estimated, subject
to change upon the auditing of accounts
for the year, almost reaches the record
total for this month, made in December,
1906, when the earnings were \$13,282,735.
November's earnings of \$13,711,705 were
actually in excess of those of the same
month in 1906, which reported \$13,482,464.
October's showing of \$14,048,205 was still
well below the record of \$17,032,210, es-
tablished in 1907, before the effects of
the panic had begun to appear.

Taking the quarter by months, there was
a slight falling off in net earnings in De-
cember amounting to about \$500,000, and
November showed a loss of a little more
than \$300,000, as compared with Novem-
ber, 1906. The figures for the three
months compare as follows with the same
three months the last year:

	1909	1908	1907
October	\$14,048,205	\$9,415,648	\$17,032,210
November ..	13,711,745	13,706,729	10,467,252
December ..	13,211,330	8,068,088	6,014,728

Unfilled tonnage at the end of the quar-
ter amounting to 5,927,031 tons, was 1-
1/2 tons larger than that reported at
the end of the previous quarter, which
was then the best showing made since
the slump began after the panic. The
unfilled business, of course, is still well
below the high records established in
1907, when the capacity of the company
was much smaller and "steel famine"
conditions prevailed. The record unfilled
business was that at the end of the last

... Martin Beck, Max ...
... will soon be purchased.

Rabbi Wise will in a short time sail for
England, to deliver a series of addresses
before the Jewish Religious Union of
London, which represents a movement
somewhat similar in aim to the Free Syn-
agogue here.

Before leaving, Dr. Wise will take part
in a celebration of the third anniversary
of the founding of the Free Synagogue
here. The occasion will be a dinner at
the Hotel Astor on Feb. 5. Gov. Hughes
has promised to be the principal speaker.

CLEWS AND HIS WIFE PART.

Son of the Banker Agrees to Separation and Signs Papers in Paris.

Henry Clews, Jr., son of the banker,
and his wife, according to news received
yesterday from Paris, where they have
been living apart for some time, have
signed articles of separation.

They had arranged for a divorce, but
could come to no understanding as to their
two children and the amount of alimony
for Mrs. Clews. Mr. Clews, in court, con-
tested his wife's plea for alimony on the
ground that he had no money when he
married her and that he has little now.
This, with the lack of agreement concern-
ing the children, caused counsel on both
sides to settle the case outside of court
by signing articles of separation.

Mr. Clews has gone back to his villa
in Italy, where he will make his future
home. Mrs. Clews is to have the custody
of their boy for nine months each year
and of the daughter for eleven months a
year, and toward this her husband gives
\$3,000. Mrs. Clews has an independent
fortune of her own which is said to bring
her an income of \$8,000 a year.

Cunard's Young Chairman Coming Here

Alfred A. Booth, Chairman of the
Cunard Line, will arrive here by the
Mauretania next week to visit the prin-
cipal cities in the Eastern States. He
is 30 years old, and is the youngest man
at the head of any big shipping corpora-
tion in Europe. In addition to the Cunard
Line he is the Chairman and principal
owner of the Booth Line of steamships
trading from New York to Brazil, the
East Indies, and Australia.

Good Home Life Insurance Report.

The statement of the Home Life Insur-
ance Company promises increased divi-
dends to its policy holders this year. The
assets of the company show an increase
of nearly \$2,000,000, and after providing
for liability of \$2,119,044 for deferred divi-
dends, the company has a surplus of near-
ly \$1,800,000.

... after the Easter
... to bloom

First of all, peg-top trousers a-
re with the revival of what is ter-
med "natural" trousers. These at
the moment, appear to be a re-
tween skin tight and baggy.

The sack, or morning, coat
shorter by several inches. The
will be the stylish length. The
ding, like the pegtop, is also
extinct, and instead of broad
the fashionable dresser will a-
row shoulders, with a "high cl
means that what padding wi
main will be pushed to the fr
the wearer a "chesty" appear

The Norfolk jacket will be
popularity, if the models hav
to do with the selection of
the back will be "gathered
and there must be at least
on each side in front. Then
other new sack coat, which h
section of cloth, one-quarter
wide, traversing the peak lap

Even the new fancy overcoat
has a box effect. It is held to
buttons measuring five inches
ference. Another innovation
suits is a one-button shepherd
up into a single-breasted c
resembles the coat now worn
the militant suffragettes.

Embroidered waistcoats f
dress will be shown, rangin
blue and white, with dainty
of needlework. One waistco
ular, seen on exhibition ye
made in dark blue satin, so-
sembling a trellis for wistaria
flowers daintily worked out i
silk. Polished black buttons
the place of the old-fashio
tons on evening dress, and s
will show plenty of white s
and waistcoat

Many of the designs whi
placed on view are the Indi
of cutters in St. Joseph, Mo., a
N. J. But, it was explained
the models are here; it is
public to adopt and make por-
tain style

Senator Daniel Re-elected

RICHMOND, Va., Jan. 25
Daniel of Lynchburg was re-
day by the General Assembl
ginn to the United States Se
his fifth election to that posi

Greenhut
and

Tea Room
A place for comfort, ea
and rest while shoppin
Tea is served througho



Fri. 07-29-94
COLORADO MOUNTAIN CLUB moved to

Dollen Jeanie High

710 Tenth St.

Boulder, CO 80401

Titled to Haran

Optimistically, library will be open next spring

LA

2525 SOUTH MERCE STREET
DENVER, COLORADO 80219

July 13, 1994

Ms. Barbara Walton.
Acquisitions
Western History Department
Denver Public Library
1357 Broadway
Denver, Colorado 80203

Dear Barbara:

Enclosed is a gift for the Western History Department. Although the inscription on the print is faint, it reads:

Dinner given to the Members
of the
Rocky Mountain Club
by
Mr. William (?) Thompson
Waldorf Astoria January 29, 1910

Nikola Tesla is in the picture, way in the back. I'll point him out the next time we talk or when I come down to Central for research. A very important middle initial for Thompson is difficult for me to read on the print in order to determine who he is. There are so many Thompsons....

However, does Western History have anything on the Rocky Mountain Club? I find it rather unusual that a dinner was given for it in New York City. If it was a Denver-based club at the turn of the century, Tesla perhaps became a member when he was in Colorado Springs in 1899. From records, he stayed in Denver a week before returning to New York City.

If Western History does have records on the club, please let me know as I'd like to look them over.

Sincere best wishes,

Leland Anderson

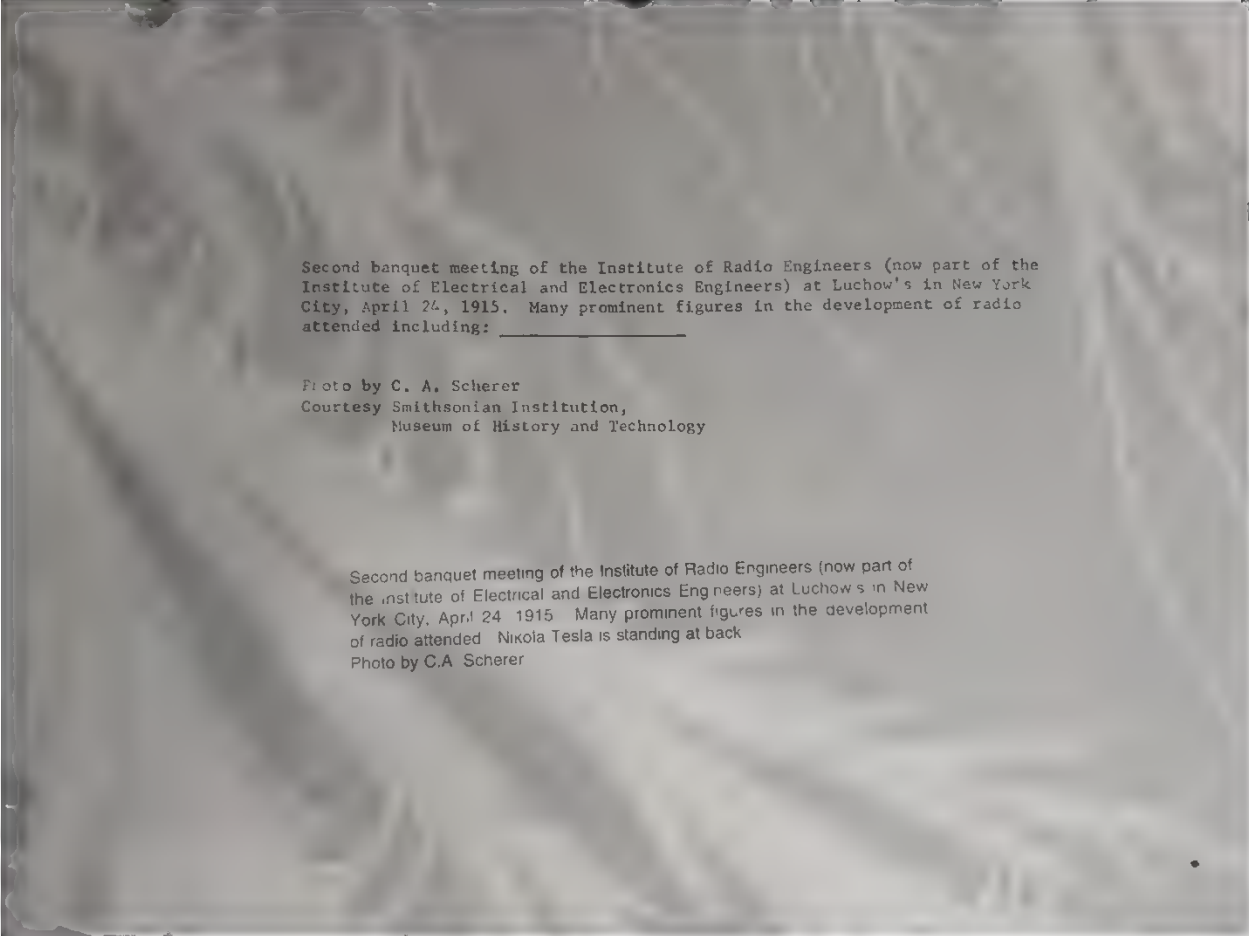
Leland Anderson
(303) 922-7846

Voice/Fax (after alert)

Enclosure: Photograph

2. 11/17 Personal Name history, no entry for 1910 from William A. Thompson
William died in 1907





Second banquet meeting of the Institute of Radio Engineers (now part of the Institute of Electrical and Electronics Engineers) at Luchow's in New York City, April 24, 1915. Many prominent figures in the development of radio attended including: _____

Photo by C. A. Scherer
Courtesy Smithsonian Institution,
Museum of History and Technology

Second banquet meeting of the Institute of Radio Engineers (now part of the Institute of Electrical and Electronics Engineers) at Luchow's in New York City, April 24, 1915. Many prominent figures in the development of radio attended. Nikola Tesla is standing at back.
Photo by C.A. Scherer

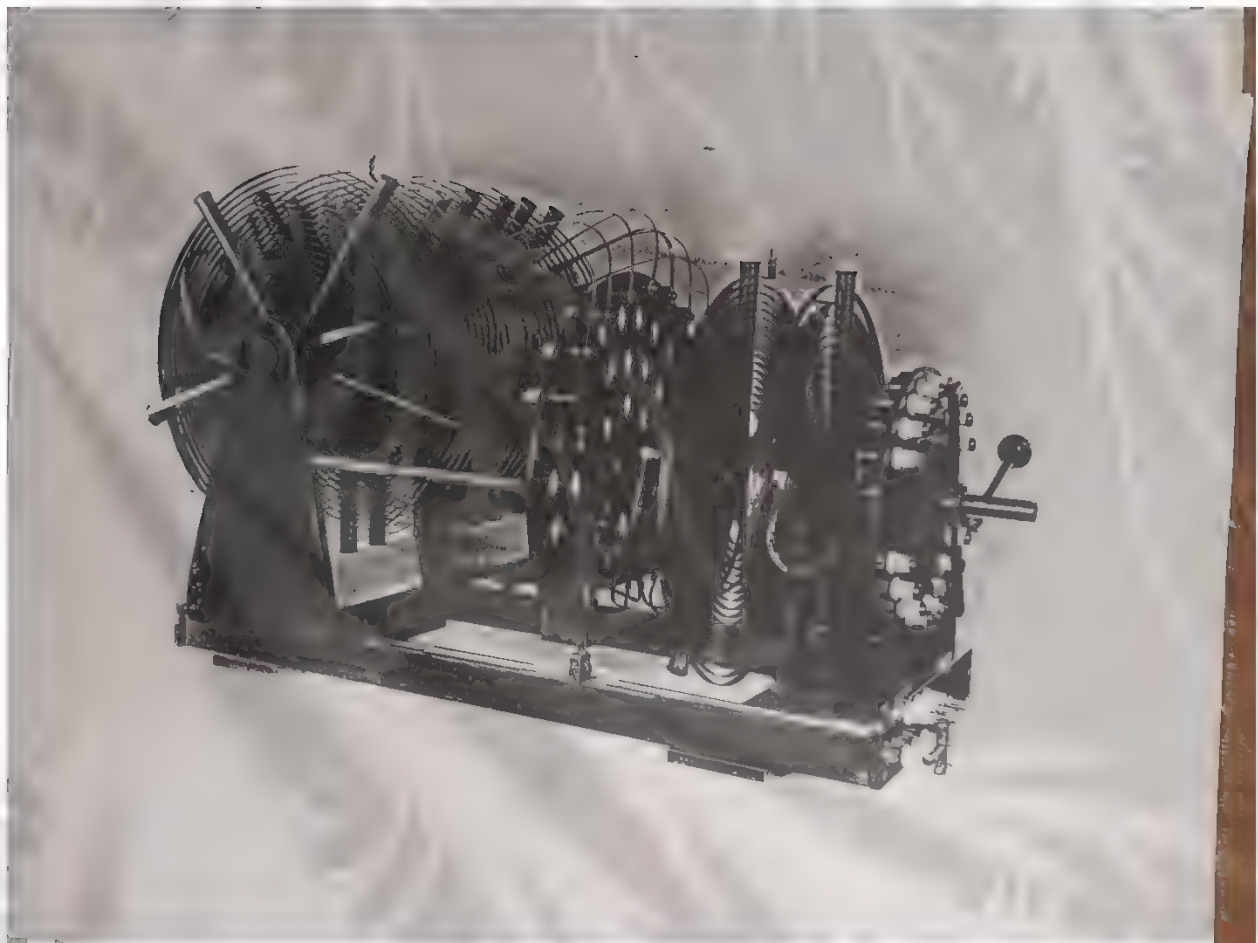



Nikola Tesla, in his offices at 8 West 40th Street, 20th floor, across the street from the New York Public Library. ca. 1916, Tesla then 60.



Nikola Tesla, in his offices at 8 West 40th Street, ¹⁵28th floor, across
the street from the New York Public Library. ca. 1916.

MC 1





U.S. Navy shipboard transmitter manufactured by the Lowenstein radio Company. This was a 5-kilowatt set capable of 1,500-mile transmission used during WWI. A handwritten caption by Nikola Tesla read, "Apparatus installed under my patents on many war vessels which according to Secretary Daniels is 'superior' to any other."

Tesla-Morgan Archive photograph #2
B&W from the cyanotype original

Credit Line: Courtesy of the Archives, The Pierpont Morgan Library, New York.



A pair of photographs showing a U.S. Navy shipboard transmitter manufactured by the Lowenstein Radio Company. This was a 5 kilowatt set capable of 1,500 mile transmission used during WWI. The handwritten caption by Tesla reads: "Apparatus installed under my patents on many war vessels which according to Secretary Daniels is 'superior to any other.'" Note the nameplates on rear of set, the lower one reading

LICENSED
UNDER

NIKOLA TESLA PATENTS

March 20, 1900	November 5, 1901
May 15, 1900	March 17, 1903
October 22, 1901	April 14, 1903

Apparatus exhibited under my patent on many
occasions that according to Secretary Daniels
is "superior to any other". This is a S.E.H.
set good for 1500 miles.



Tesla-Morgan Archive photograph #1
B&W from the cyanotype original

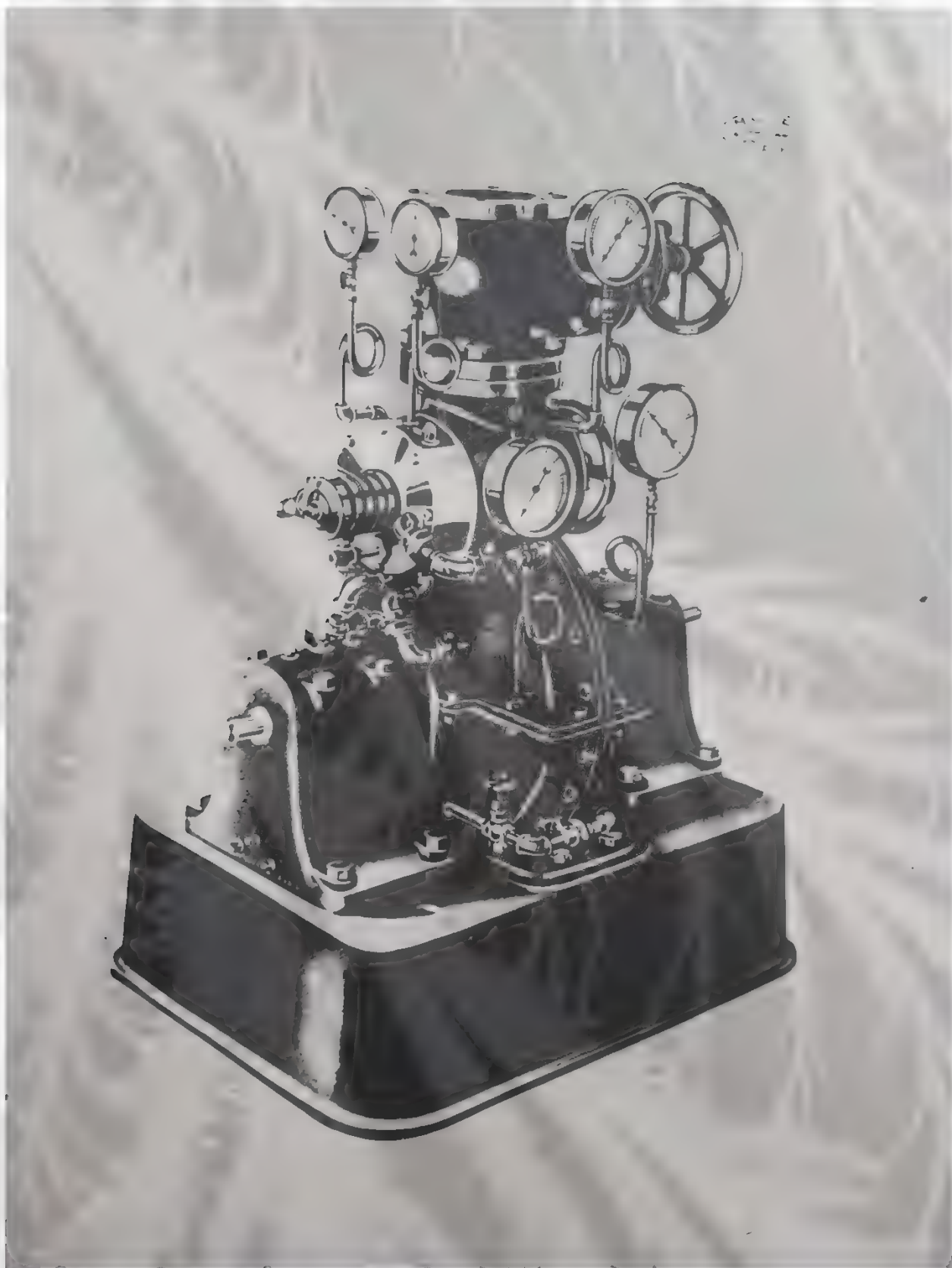
Credit Line: Courtesy of the Archives, The Physikalisch-Museum Library, New York



LOWENSTEIN TRANSMITTER
FOR
WIRELESS TELEGRAPH
TYPE ☐ WAVE LENGTHS - ☐
☐ ☐ ☐ ☐ ☐
- ☐ ☐ ☐ ☐

LICENSED
UNDER
NIKOLA TESLA PATENTS

(645,572)	MARCH 20, 1900	NOVEMBER 5, 1901	(685,954)
(649,621)	MAY 15, 1900	MARCH 17, 1903	(723,185)
(685,012)	OCTOBER 22, 1901	APRIL 14, 1903	(725,605)



A Tesla steam turbine of 200 horsepower (1911). It stood on a 20 x 35-inch base and measured 5 feet from floor to top of throttle valve. The Tesla steam turbine has no blades, vanes, or valves, is reversible, and operates by virtue of two fundamental properties of a fluid -- adhesion and viscosity. The steam travels a spiral path between a number of thin, closely-spaced smooth discs. With recent advances in materials technology, the turbine is now under development in a number of commercial and government research laboratories.

Caption provided by the Tesla Museum: "Complete steam turbine designed by Tesla, 200 horsepower."

Scientific American caption: A 200-horsepower high-pressure turbine. This view shows one complete high pressure unit, with the steam throttle above, and below it the reversing valve and the compact turbine. Note the many gages used in the tests.

Technical World Magazine caption: Tesla's turbine of 200 horsepower equipped with gauges for testing. It stands on a base 20 by 35 inches and measures only five feet from floor to top of throttle valve.

NOTICE

This photograph is the property of Boyle & Anderson Archives and is released for one-time reproduction only. By accepting this photograph, you agree to save harmless the owner from its use. The following credit must be used in any published media: BOYLE & ANDERSON ARCHIVES



Caption provided by the Tesla Museum: "One of Tesla's first steam turbines, 110 horsepower, working circuit diameter 9 3/4 inches. Tested at the American and British Manufacturing Company, Bridgeport, Conn." [ca. 1910]

The World's Work caption: This absurdly small engine — Tesla's smallest model — develops 110 horsepower.

Technical World Magazine caption: Could be covered with a hat, yet is an engine of 110 horsepower.

Electrical Review and Western Electrician caption: The Tesla 110-horsepower turbine, conveying an idea of the size of this machine.

[The idea of a new and revolutionary way of transmitting energy to and from fluids in a practical way came to Tesla at the end of 1907 when he met the wealthy Joseph H. Hoadley. Hoadley was fascinated with Tesla's personality and with all the possibilities, agreeing to put at Tesla's disposal the mechanical workshops of the American and British Manufacturing Company owned by Hoadley in Bridgeport, Conn, and Providence, R.I. By 1908, these two signed an agreement according to which they were to form a TESLA PROPULSION COMPANY using Tesla's future patents. Tesla's assignment was to make a new drive for Hoadley's yacht, the "Alabama," using the principles of his invention. Although Tesla did not fulfill this assignment during 1908-1910, he acquired great experience experimenting with different types of water, steam, gas turbines, pumps, compressors, blowers, and ventilators.]

The Waterside Station of the New York Edison Company—II.

THE GENERATING SYSTEM.

IN the first section of this description of the new Waterside plant of the New York Edison Company, a comprehensive statement was given as to the general conditions and the problems of current generation and distribution which the station is intended to dis-

tendancy and the unceasing cry is for a larger station, a larger operating room, a large exchange, but at each remove the danger grows of more complete shut down in case of trouble and disaster. How to deal with this contingency and circumvent the peril is one of the superadded elements of the problem of giving service, and



FIG. 15.—NEW WATERSIDE STATION, NEW YORK EDISON COMPANY, FROM FIRST AVENUE AND THIRTY EIGHTH STREET, SHOWING DYNAMO ROOM, SIDE AND WEST FRONT.

ward in the main engineering features. It will have been gathered that in such a plant and such a system mere figures in itself introduces new complexities and brings into sight a new range of difficulties. In electrical work that deals with the distribution of current, intelligence, etc., from a central source, the natural

extent to which it necessitates heavier outlays on construction realized by the public.

Central station work of late years growing into mechanical electrical organisms that deal with huge volumes of current liable to incessant and wide fluctuation of demand has been peculiarly

Electrical World Jan. 11, 1902

5 MEN BURNED IN STRANGE MISHAP AT EDISON PLANT.

Explosion Which Startled the
Neighborhood Kept a Mys-
tery at Immense Water-
side Power Station.

WOULDN'T LET SURGEON
TAKE INJURED TO BELLEVUE

Police Barred Out and Victims
Whirled Off in Auto—Gave
Fictitious Addresses.

Five men were burned, three of them seriously, yesterday in an explosion—the true nature of which was not disclosed, the police say—at the immense Waterside power plant of the New York Edison Company, at Thirty-eighth street and the East River.

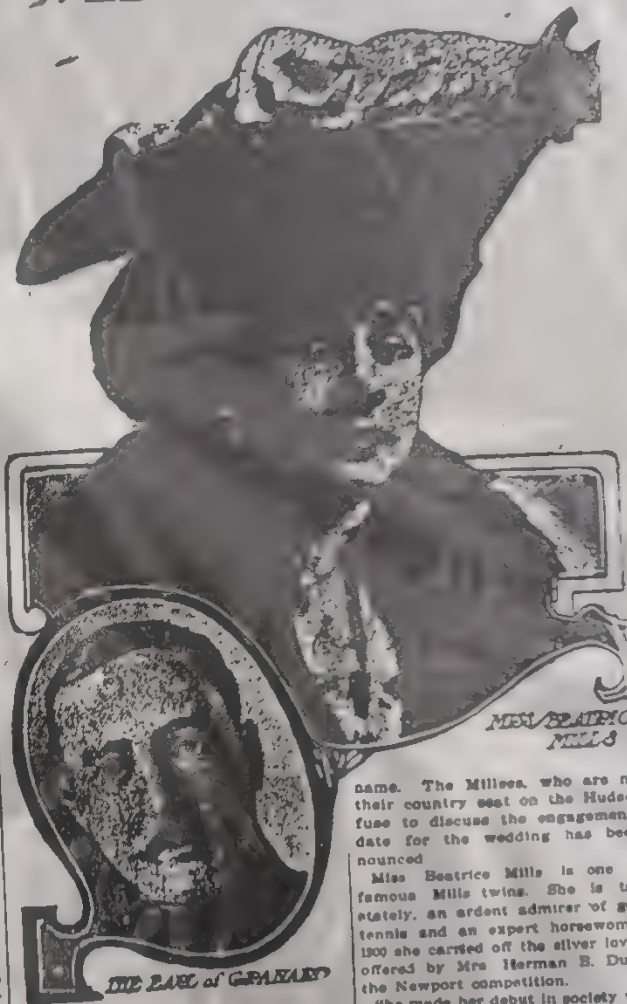
The same reticence and air of mystery that hung over the big accident at the Waterside plant some months ago shrouded yesterday's explosion. The police were not admitted to the place at all, and even the Bellevue ambulance surgeon who got in on the emergency call failed to find out what had caused the accident.

The victims, badly burned as they were, gave to the surgeon addresses which afterward turned out to be fictitious.

Scarcely was the ambulance gone when an automobile rolled up to the main entrance of the Waterside works and the three burned employees of the electric lighting trust were whirled away—no one knew where.

Injured Men Borne Away.
It was 1.20 P. M. when the fall was
observed at Bellevue for an ambulance
to the Waterside plant, which extends

EARL OF GRANARD TO WED BEATRICE MILLS



name. The Millses, who are no
their country seat on the Hudson
fuse to discuss the engagement,
date for the wedding has been
nounced.

Miss Beatrice Mills is one of
famous Mills twins. She is tall
stately, an ardent admirer of golf
tennis and an expert horsewoman.
1900 she carried off the silver loving
offered by Mrs. Herman B. Dury
the Newport competition.

She made her debut in society wit
twin sister, Gladys, now Mrs. H.
Carnegie Phipps, of Pittsburg, at
balls given in their honor, which
the events of the social season.
first was given by Mr. and Mrs. W
law Reid, their uncle and aunt, an
second by their parents. At one ti
was reported that Miss Beatrice

London Press Announces En-
gagement of Nobleman to
New York Belle.

(Copyright, 1908, by the World Publishing Company)

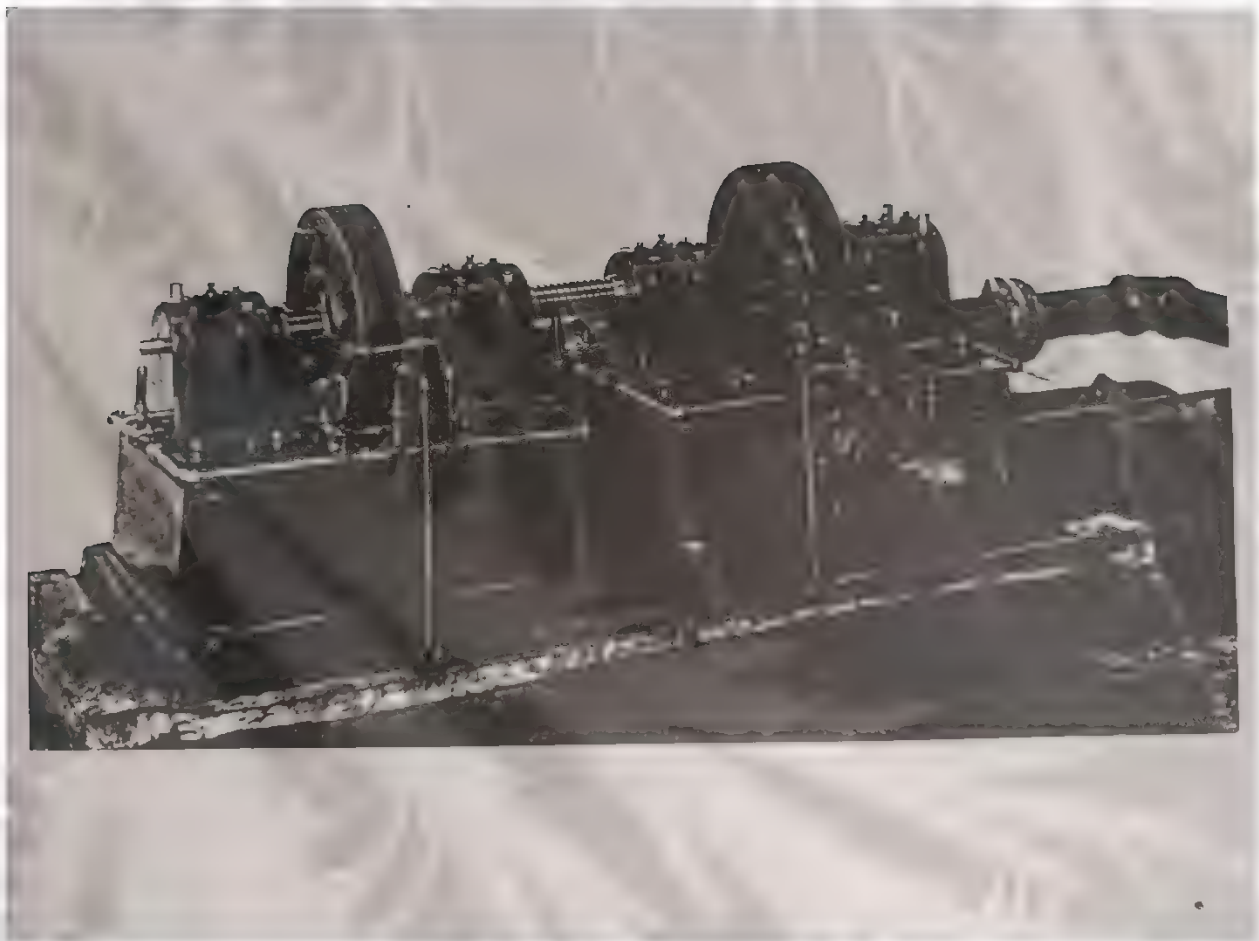
✓ **Steam pipe bursts,
kills one in N.Y.**

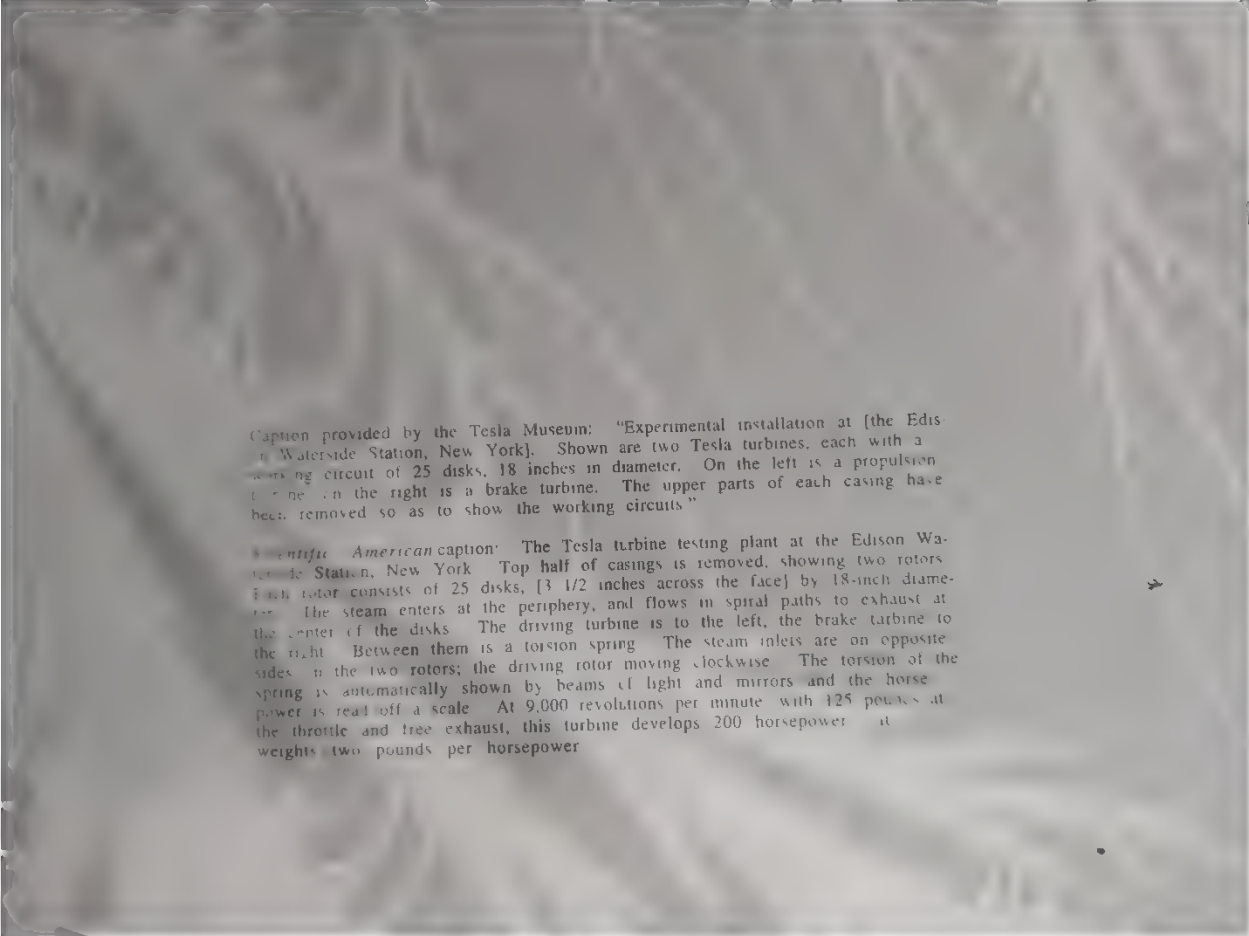
NEW YORK — A huge steam pipe at a Consolidated Edison generating station on the East Side of Manhattan ruptured with a deafening roar last night, leaving one person dead and at least eight others seriously hurt, and forcing emergency workers to contend with temperatures as high as 500 degrees as they pulled the injured to safety.

By early this morning, Con Ed officials said they had not yet determined the cause of the pipe break.

DENVER POST Nov. 11/11/92 P.8A

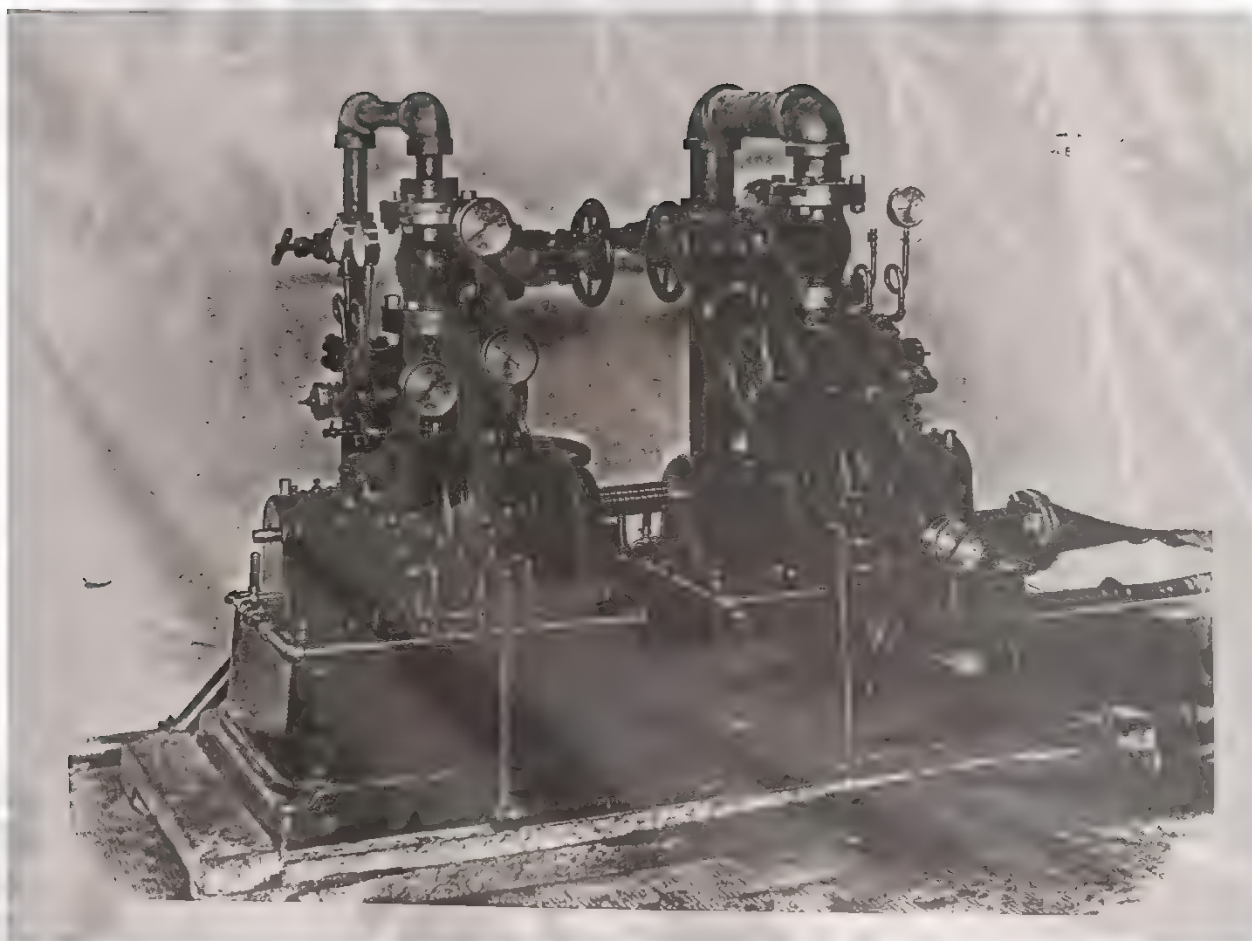


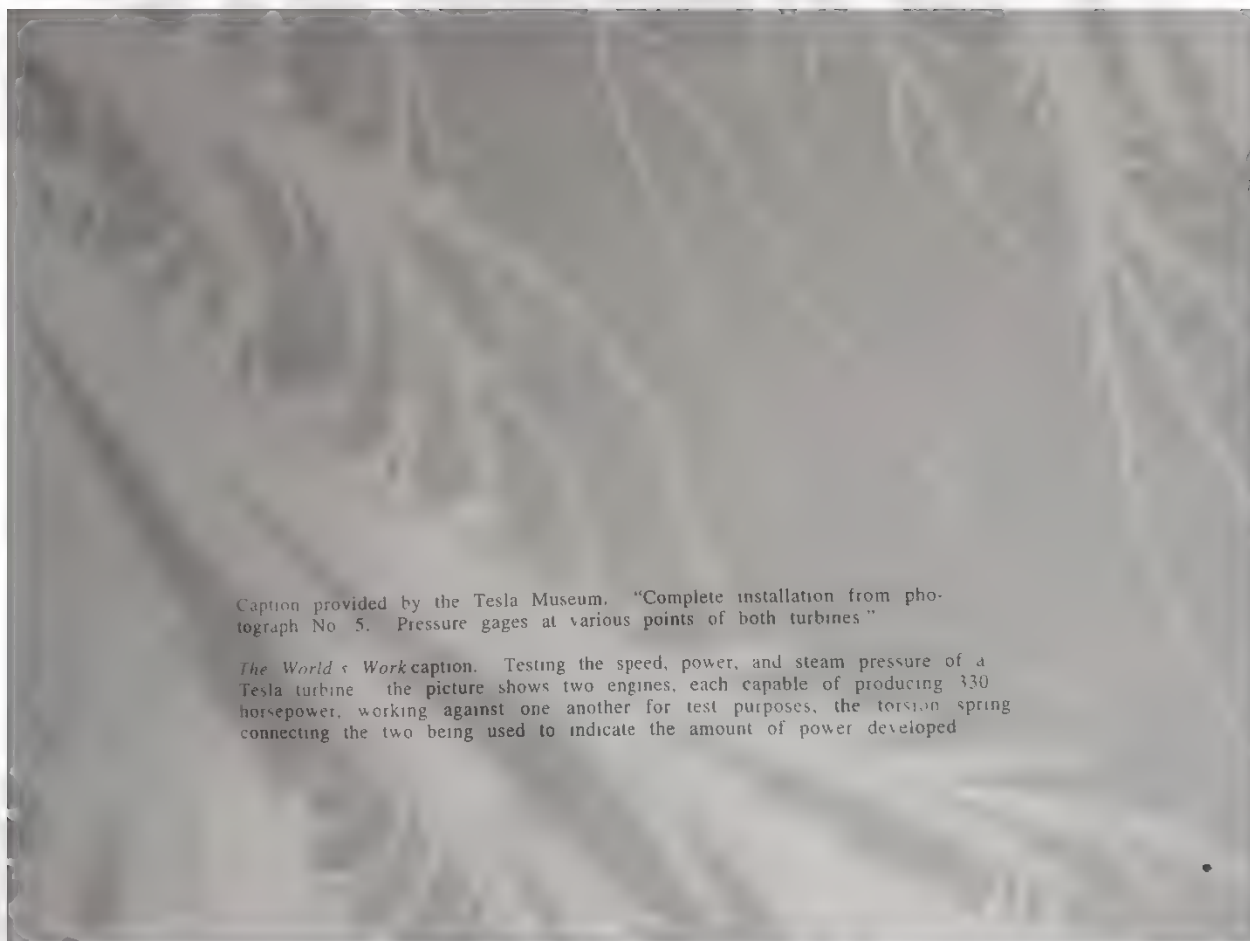




Caption provided by the Tesla Museum: "Experimental installation at [the Edison] Waterside Station, New York]. Shown are two Tesla turbines, each with a working circuit of 25 disks, 18 inches in diameter. On the left is a propulsion turbine, on the right is a brake turbine. The upper parts of each casing have been removed so as to show the working circuits."

Scientific American caption: "The Tesla turbine testing plant at the Edison Waterside Station, New York. Top half of casings is removed, showing two rotors. Each rotor consists of 25 disks, [3 1/2 inches across the face] by 18-inch diameter. The steam enters at the periphery, and flows in spiral paths to exhaust at the center of the disks. The driving turbine is to the left, the brake turbine to the right. Between them is a torsion spring. The steam inlets are on opposite sides of the two rotors; the driving rotor moving clockwise. The torsion of the spring is automatically shown by beams of light and mirrors and the horsepower is read off a scale. At 9,000 revolutions per minute with 125 pounds at the throttle and free exhaust, this turbine develops 200 horsepower at weights two pounds per horsepower."





Caption provided by the Tesla Museum. "Complete installation from photograph No. 5. Pressure gages at various points of both turbines."

The World's Work caption. Testing the speed, power, and steam pressure of a Tesla turbine. The picture shows two engines, each capable of producing 330 horsepower, working against one another for test purposes, the torsion spring connecting the two being used to indicate the amount of power developed.






Caption provided by the Tesla Museum. "Tesla's experimental turbine driven by gas and steam on the desk at the American and British Manufacturing Company in Bridgeport, Conn."






Caption provided by the Tesla Museum: High pressure pump with a universal casing, tested both as a pump and turbine at the American and British Manufacturing Company in Bridgeport [Conn.]



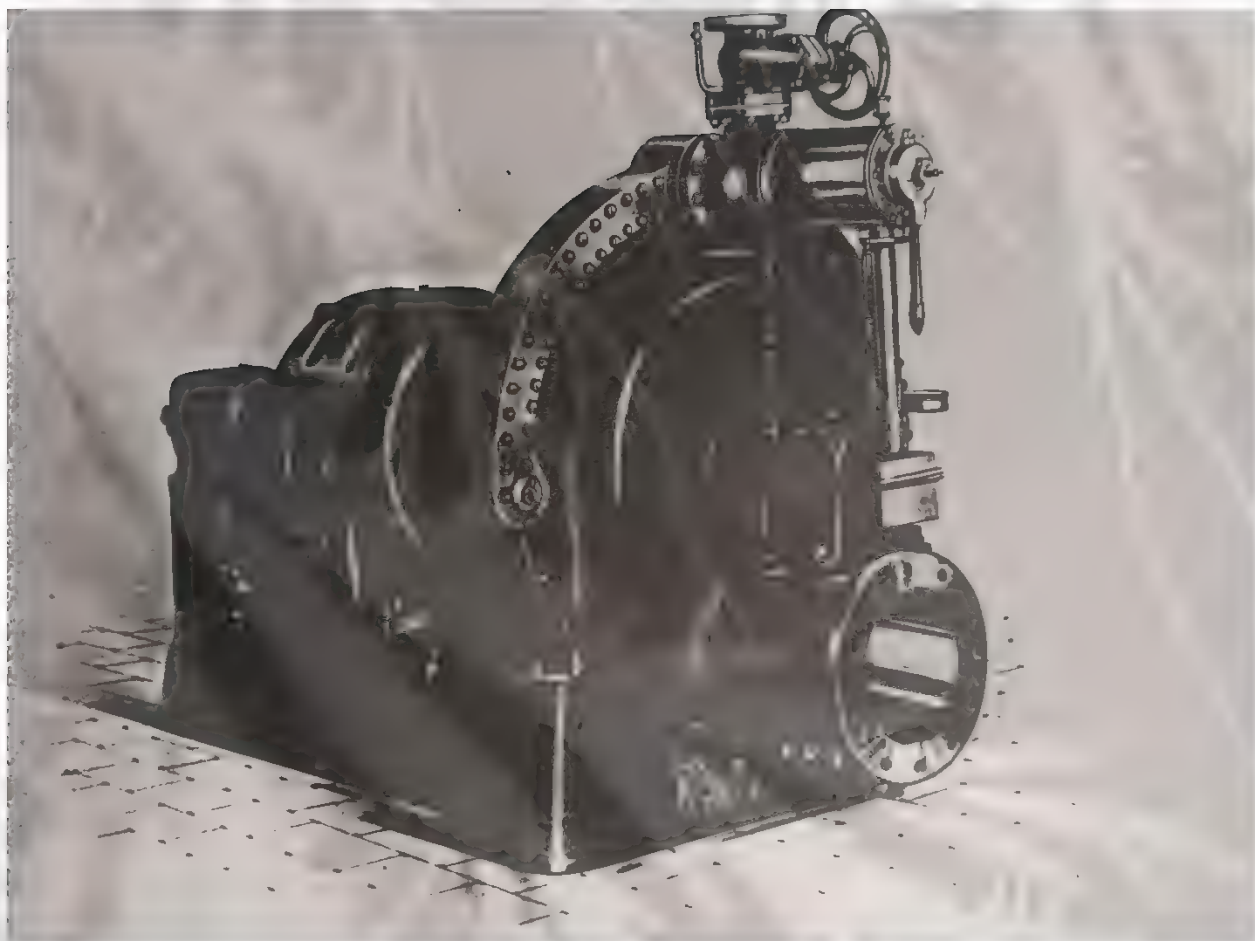


Caption provided by the Tesla Museum: "Turbo-pump designed by Tesla for the American Pipe and Construction Company, capacity 3,500 gallons per minute. Manufactured by the American and British Manufacturing Company [and sold to the Corliss Steam Engine Works foundry in Providence, R.I.]"





Tesla's steam turbine, working circuit diameter of 25 inches, 500 horsepower, designed especially for demonstration at the German Patent Bureau. The turbine was manufactured in the workshop of De La Vergne Company in New York, the whole project financed by Bergmann Elektricitäts Werke in Berlin. Ca. 1916.

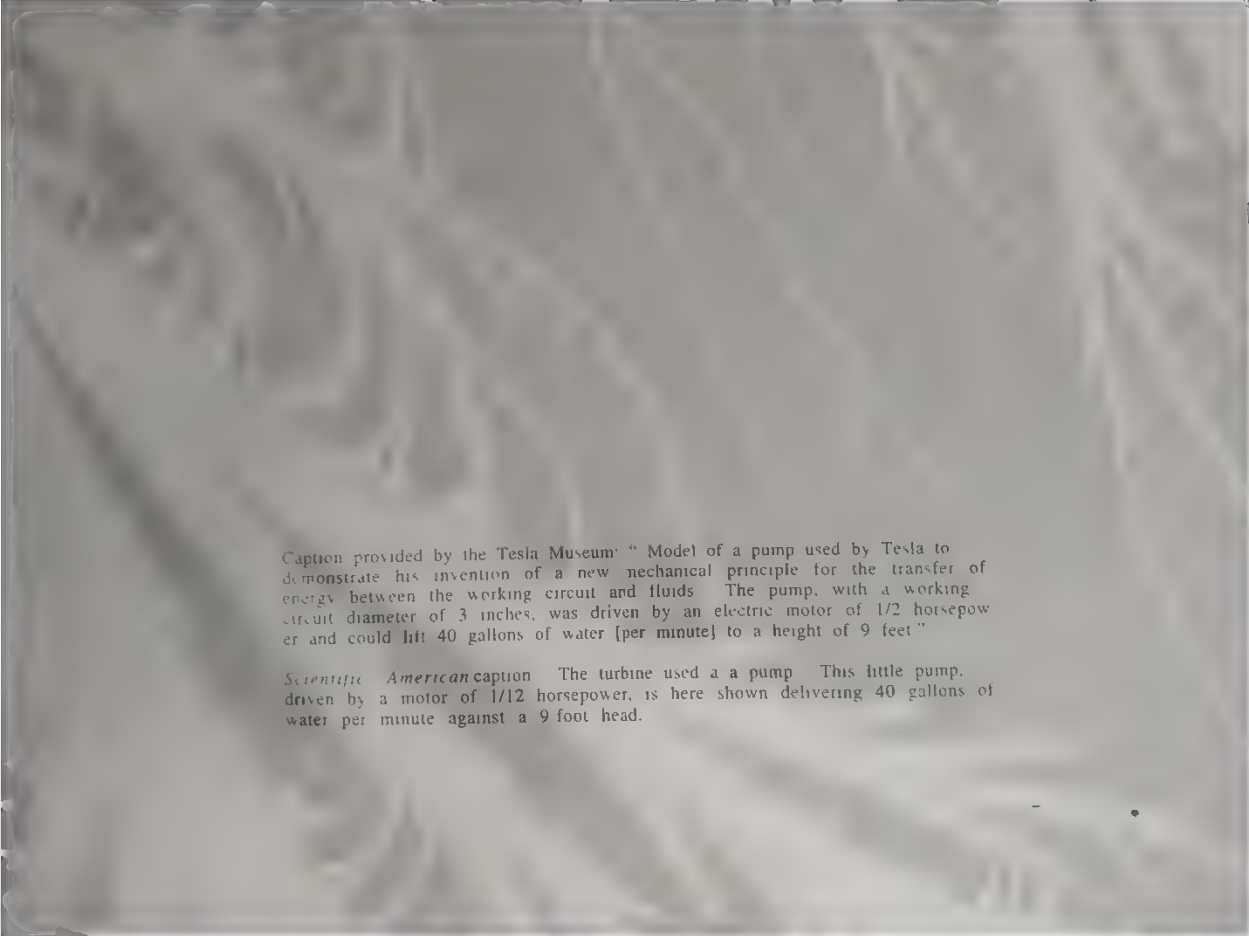




Caption provided by the Tesla Museum: "Tesla's turbo-generator"

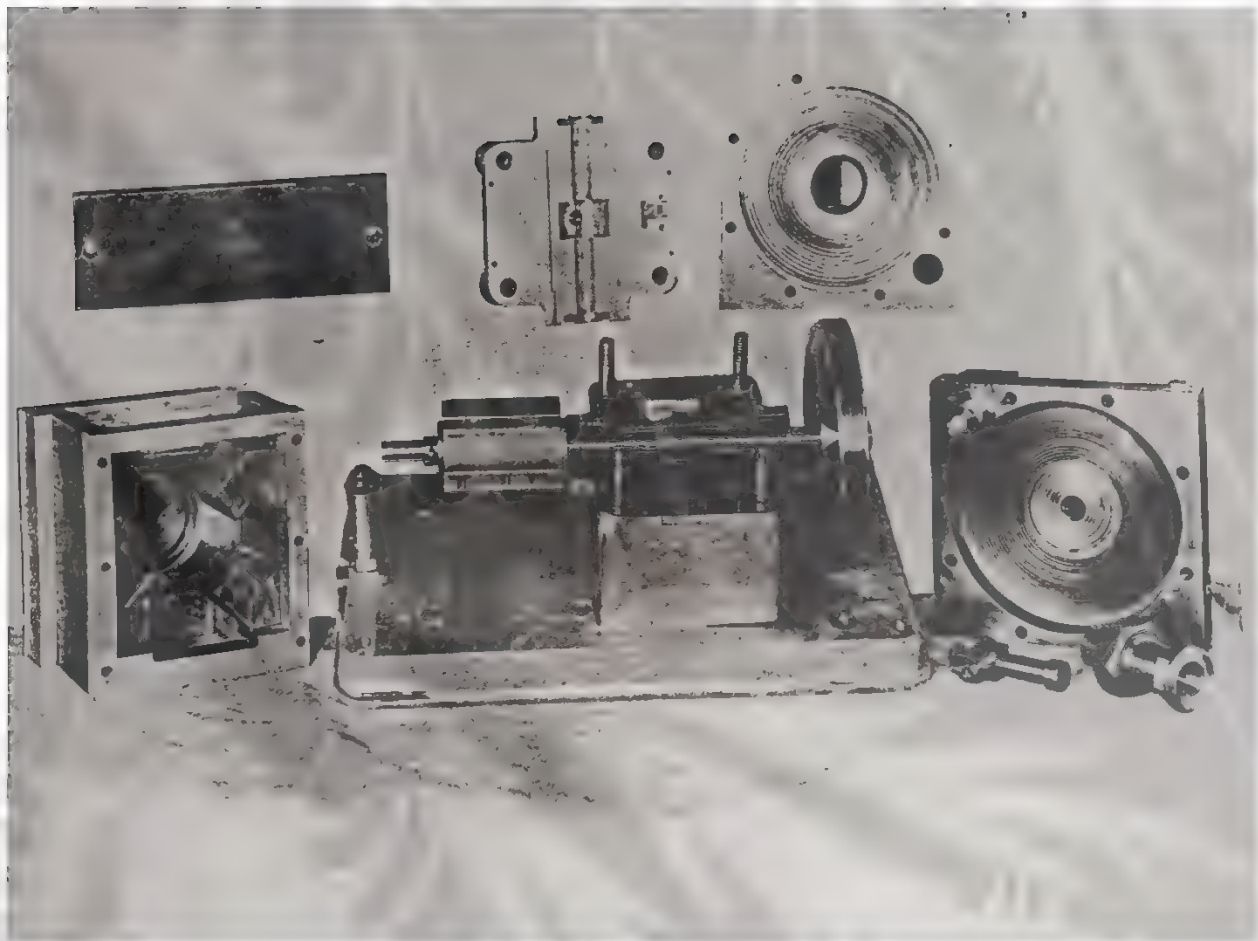
Corrected information: This is not a turbine generator combination. See, for example, *Nikola Tesla: Lectures, Patents, Articles* (1956: Nikola Tesla Museum) photographs section, where the combination is correctly identified as a turbo pump.






Caption provided by the Tesla Museum: " Model of a pump used by Tesla to demonstrate his invention of a new mechanical principle for the transfer of energy between the working circuit and fluids. The pump, with a working circuit diameter of 3 inches, was driven by an electric motor of 1/2 horsepower and could lift 40 gallons of water [per minute] to a height of 9 feet."

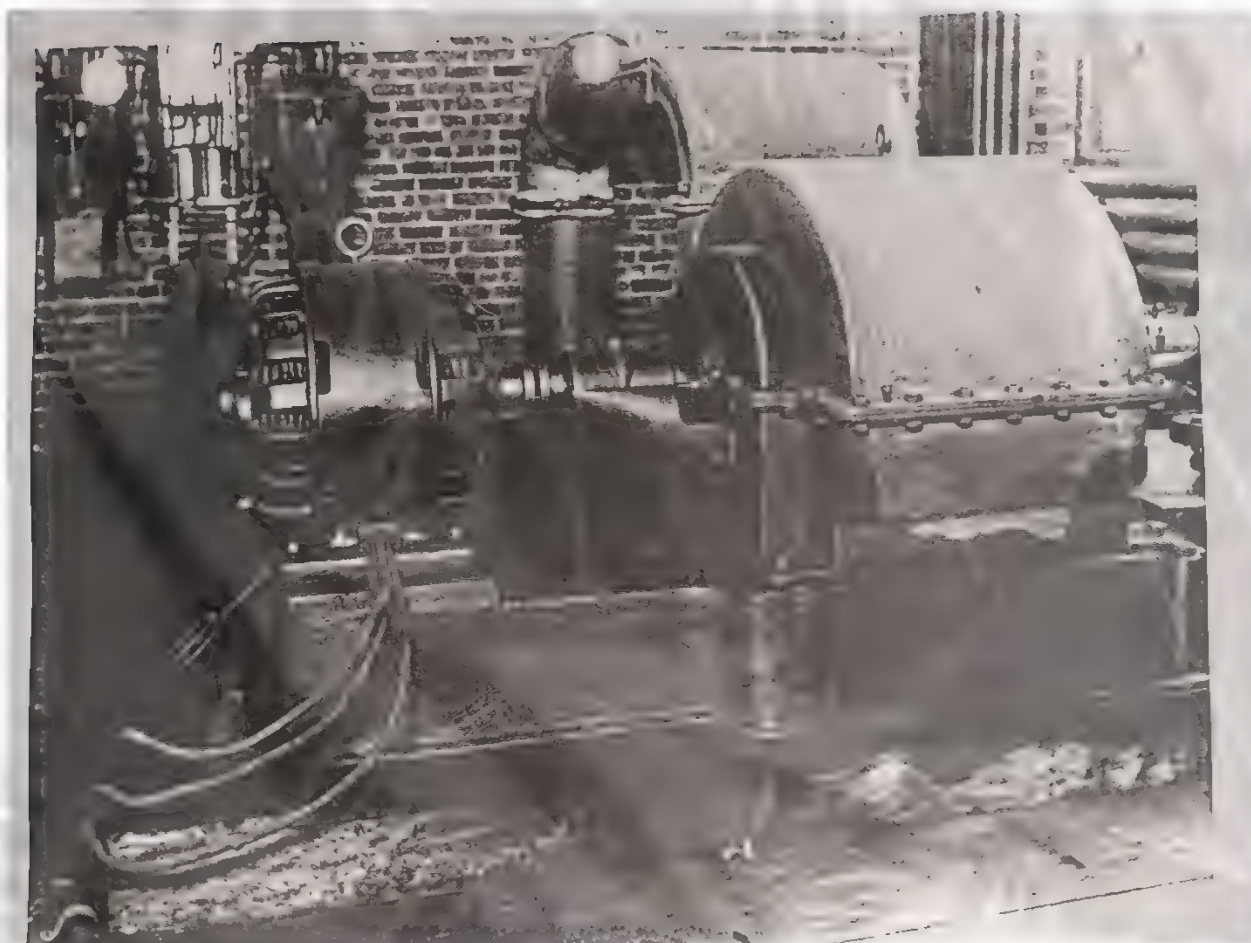
Scientific American caption: The turbine used a a pump. This little pump, driven by a motor of 1/12 horsepower, is here shown delivering 40 gallons of water per minute against a 9 foot head.

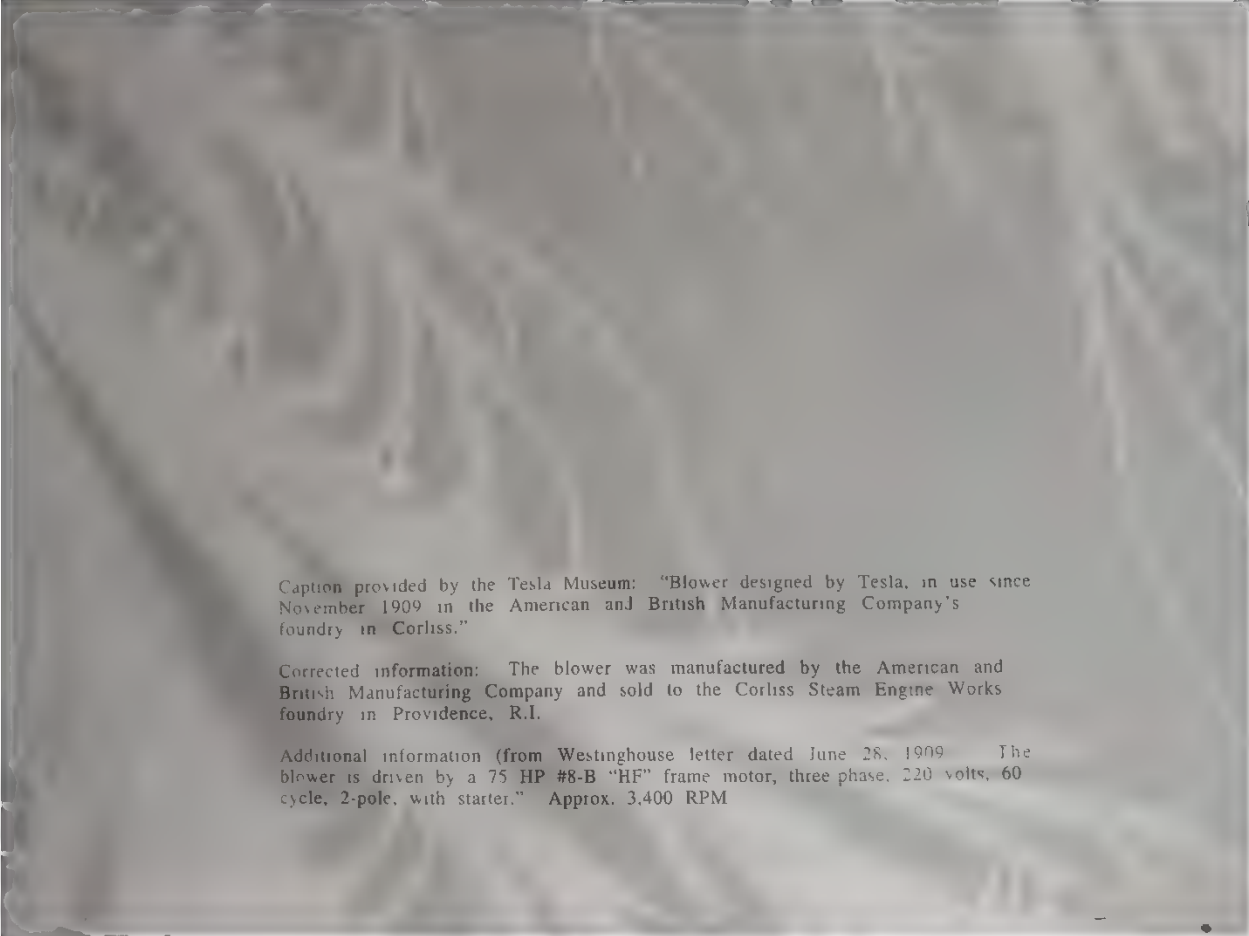




Caption provided by the Tesla Museum "Turbo-generator for front light on locomotive Tesla designed this generator for the Pyle National Company where it was manufactured and Tested"

Additional information The Pyle National Company was located in Chicago



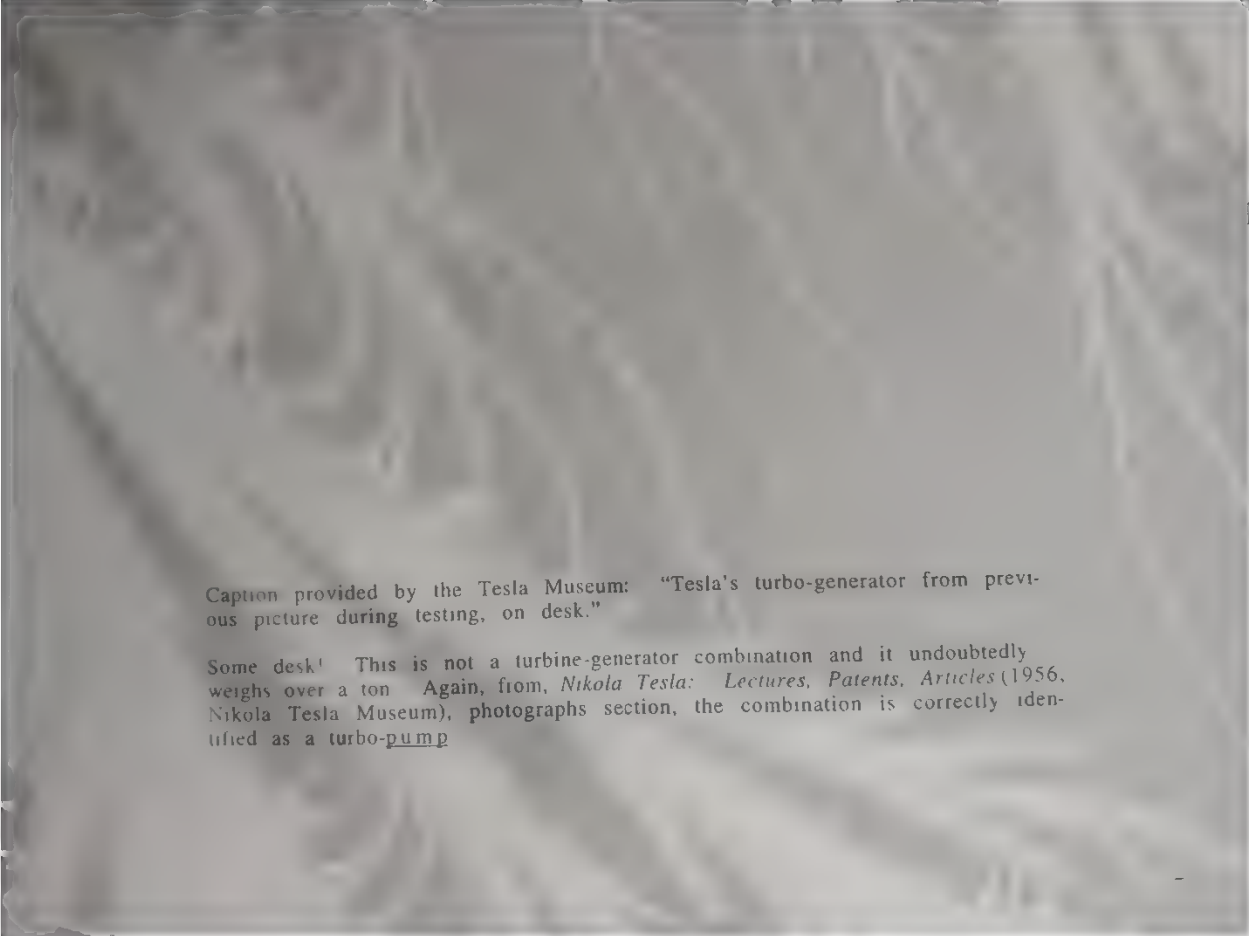


Caption provided by the Tesla Museum: "Blower designed by Tesla, in use since November 1909 in the American and British Manufacturing Company's foundry in Corliss."

Corrected information: The blower was manufactured by the American and British Manufacturing Company and sold to the Corliss Steam Engine Works foundry in Providence, R.I.

Additional information (from Westinghouse letter dated June 28, 1909): The blower is driven by a 75 HP #8-B "HF" frame motor, three phase, 220 volts, 60 cycle, 2-pole, with starter." Approx. 3,400 RPM

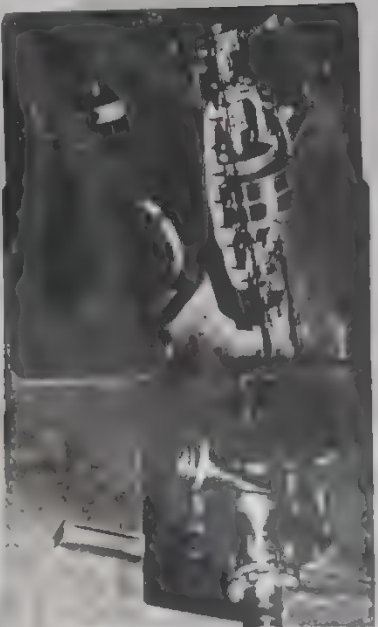




Caption provided by the Tesla Museum: "Tesla's turbo-generator from previous picture during testing, on desk."

Some desk! This is not a turbine-generator combination and it undoubtedly weighs over a ton. Again, from, *Nikola Tesla: Lectures, Patents, Articles* (1956, Nikola Tesla Museum), photographs section, the combination is correctly identified as a turbo-pump.

General Ener-Tech Turbine



Bladeless Nuclear Pump

Bladeless Chemical Pump

11

POLACOLOR © TYPE 108

A 0 1 7 4 5 1

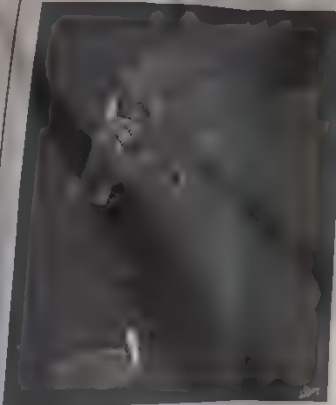
H. Goldman 6/8/81



100. 25 100

Supplement from 100. 25 100





From John J. ... Public Committee
American Institute of Electrical Engineers
11 E. Huron, Chicago 11, Illinois

Dr. Nikola Tesla at age 61 (1919) during the time he did research on ultra high speed
turbines in the range of 40,000 rpm. He also obtained a patent on a system of wireless
transmission of electric power. His 100th anniversary will be commemorated at the
American Institute of Electrical Engineers' Fall General Meeting, Nov. 1-4,
Morrison Hotel, Chicago, Illinois.



*Tesla
u vreme intenzivnog istraživanja
u oblasti mešinstva (oko 1915.)*

C

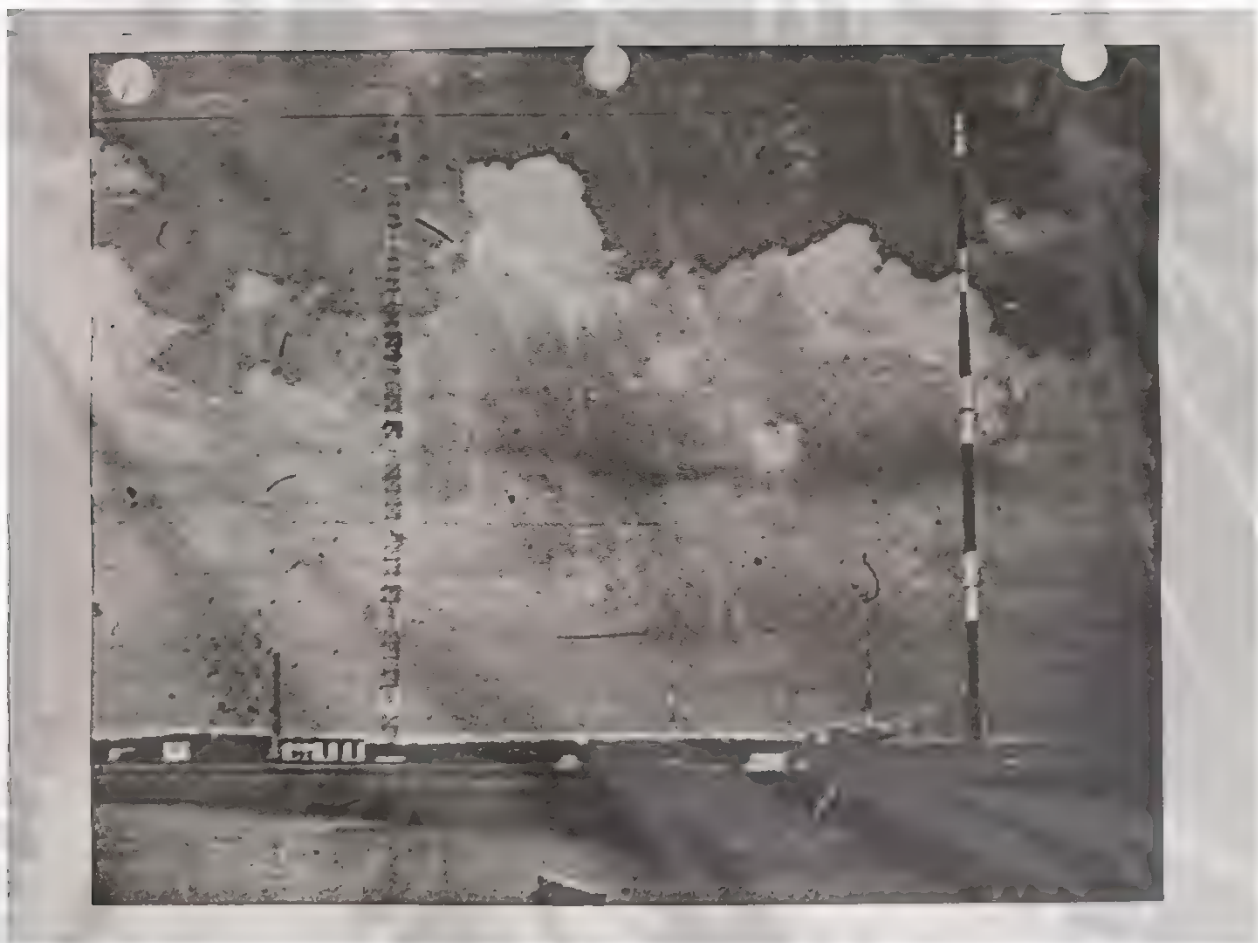


TESLA PORTRAIT by the Princess Lwoff-Parlaghy,
exhibited for the first time March 1, 1916,
at a reception given at the Princess' studio
in New York City. The portrait measures
53 x 48 inches, intended to be shown under
blue illumination. It was sold at auction
after the artist's death April 9, 1924,
listed at # 330 in the sales catalogue.

(No existing negative, only print, no copyright.)

Tesla portrait by the Princess Vilma Lwoff-Parlaghy, exhibited for the first
time March 1, 1916, at a reception given at the Princess' studio in New York
City. The portrait was intended to be shown under blue illumination, and
appeared on the cover of TIME magazine for July 20, 1931.

Photo courtesy L. Anderson





Nikola Tesla portrait photograph, ca. 1920 (Aet. 64).

TUCERTON RADIO STATION
(ALSO KNOWN AS THE MYSTIC ISLAND RADIO TOWER
AND THE HICKORY ISLAND RADIO TOWER)
OCEAN COUNTY, NEW JERSEY

OCEAN COUNTY BUREAU OF PUBLIC RELATIONS
Jack Leming, Director
COURT HOUSE TOMS RIVER, N. J.

Letter received 10/11/16 from the operation, the station says it was in

Reproduction Photo Neg

R.I. 10/11/16

Tommy 10/11/16

File # 19932 Neg # 1

ca 11 1916



WIDE WORLD PHOTO
294103

NIKOLA TESLA, 77-YEARS -OLD.

MADE AT HOTEL GOVERNOR CLINTON, N.Y.



WIDE WORLD PHOTO
394103

NIKOLA TESLA, 77-YEARS - (LD. 7/11/33)

MADE AT HOTEL GOVERNOR CLINTON, N. Y.

NIKOLA TESLA AT 77 CERTAIN OF HIS NEW POWER. Hopes world soon will call him crazy. It will mean success to his new energy source to be tapped. Is space, which is everywhere. Principles will undo the theory of relativity. Says his health and mind are better than ever, sleeps very little

Hotel Governor Clinton, July 11, 1933.



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WILE WILD PHOTO
790309
Nikola Tola.
October 13, 1971

Henry

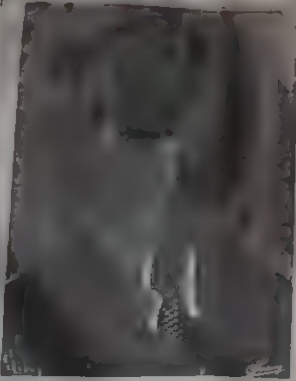


WIDE WORLD PHOTO
790309

Nikola Tesla.

October 13, 1933

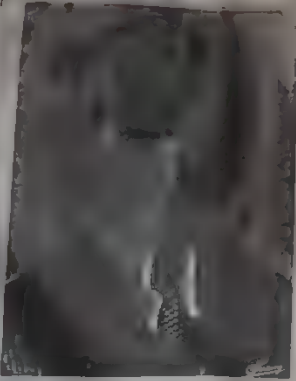
Henry



From: John Tyner, Publicity Committee
American Institute of Electrical Engineers
22 E. Huron, Chicago 11, Illinois

FOR IMMEDIATE RELEASE

Dr. Nikola Tesla at age 77 (1933) during the time he was doing research on tele-
geodynamics (forces within the earth) and ultra-high-voltage direct current power
transmission. His 100th anniversary will be commemorated at the American Institute
of Electrical Engineers' Fall General Meeting, October 1-5, Morrison Hotel, Chicago.

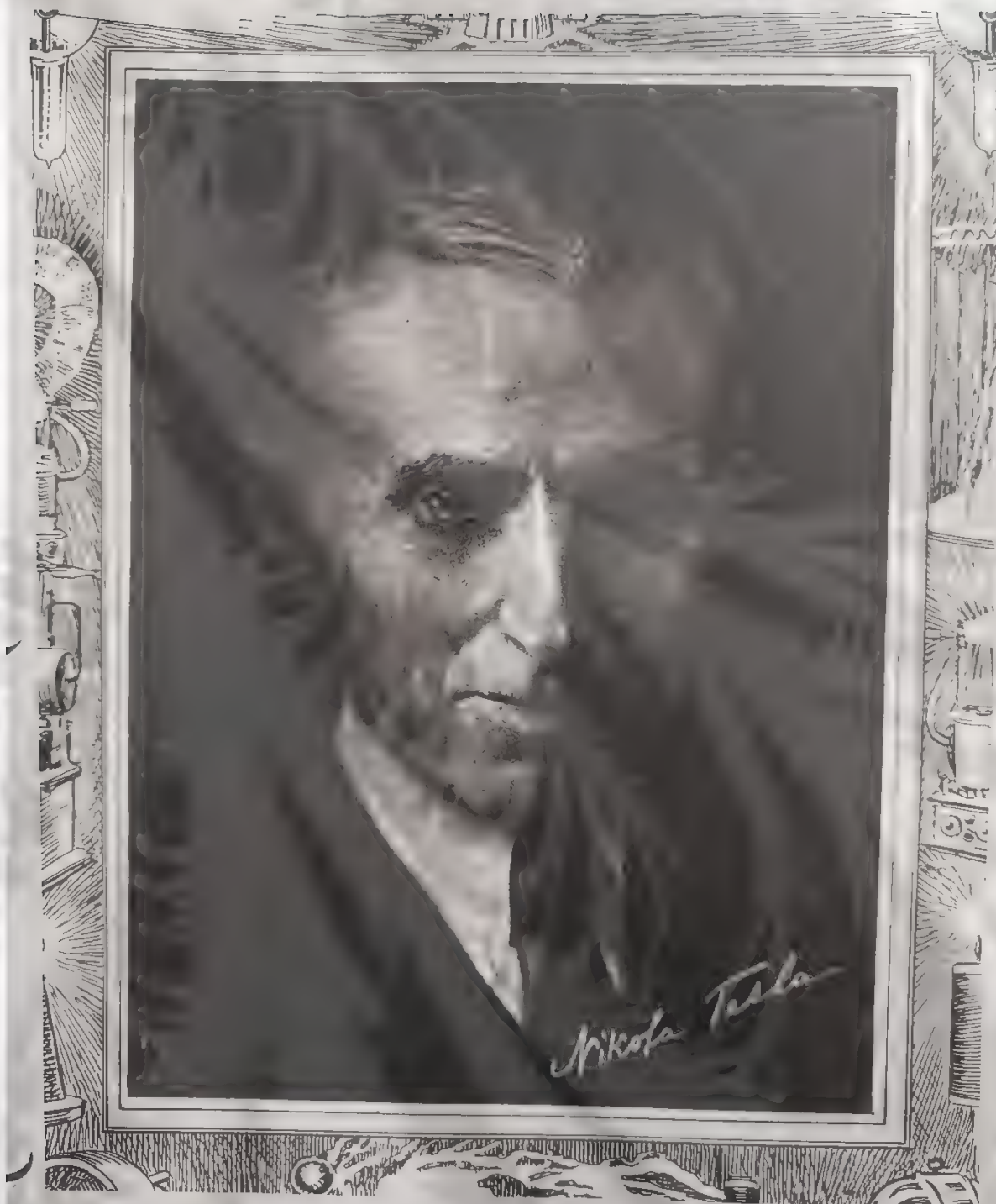


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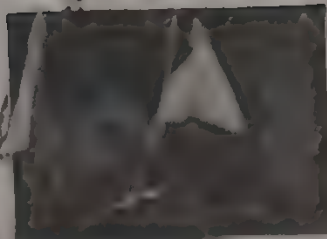








Tesla A
Sgt. 8000
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NIKOLA TESLA
"They said it
SEP 3 1960 NEW
some 700 inventions to his

7-15-33

Like the great Edison for whom he once worked as an electrical designer, Nikola Tesla sleeps little (ordinarily from 5:30 a. m. until about 10:30), he told visitors to his seventy-sixth birthday party in New York. Born in Serbia July 10, 1857, and still active, the "father of radio" declares that he was never in better health.

[Wide World.]

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George S. ...

Tesla
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 160 x 100



NIKOLA TESLA
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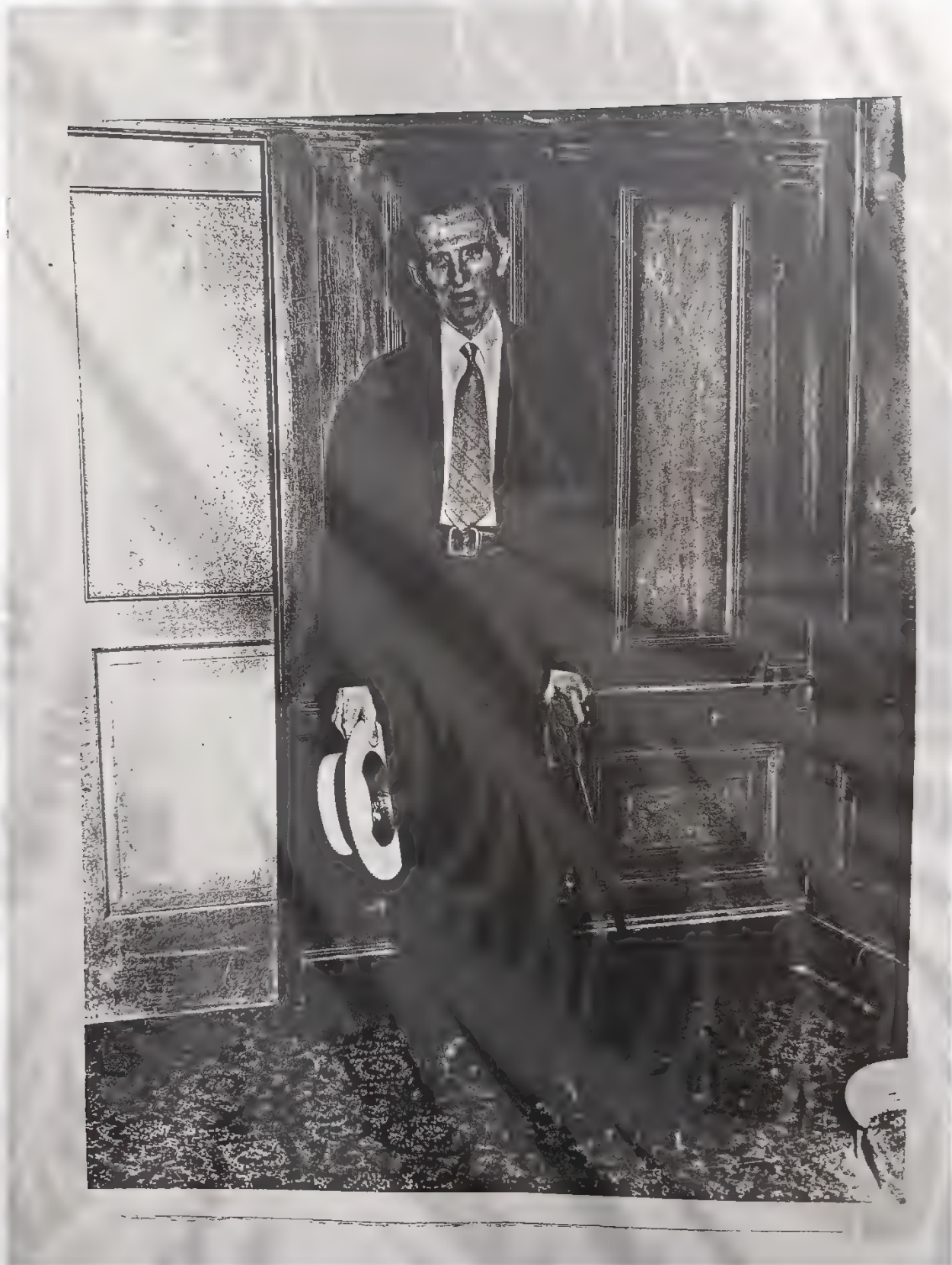
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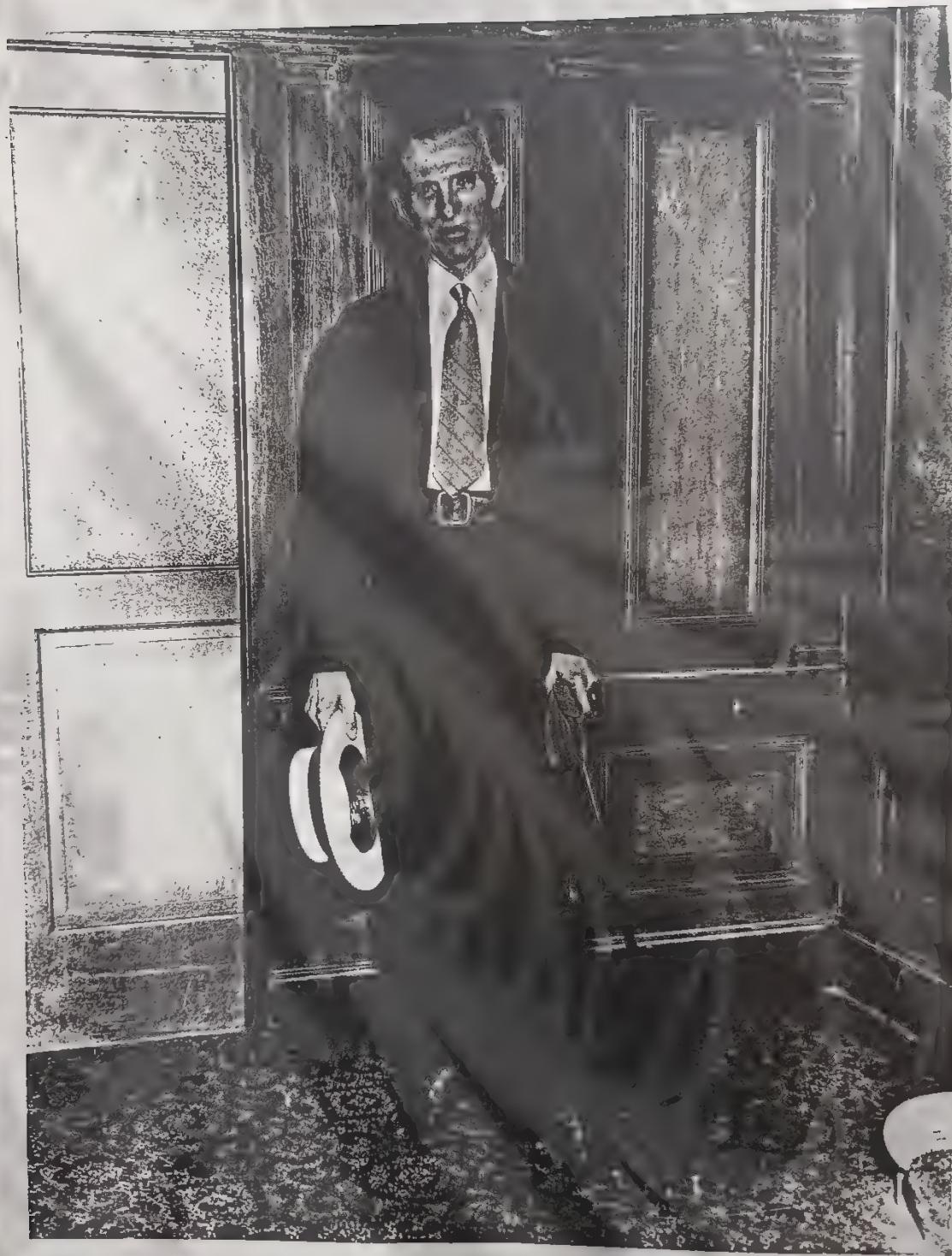
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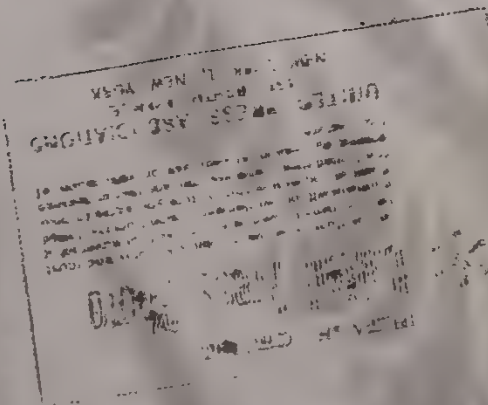
LONG-DISTANCE DEATH HIS SECRET

DR. NIKOLA TESLA, NOTED INVENTOR, (ABOVE) WHOSE ACHIEVEMENTS IN HIGH FREQUENCY TRANSMISSION, WIRELESS AND OTHER FIELDS HAVE WON HIM INTERNATIONAL FAME, ANNOUNCED HIS SEVENTY-EIGHTH BIRTHDAY, JULY 11TH, THAT HE HAD PERFECTED A DEATH-DEALING BEAM, CAPABLE OF DESTROYING A FLEET OF PLANES FROM A DISTANCE OF 200 MILES. HE HOPES TO BE ABLE TO PRESENT HIS LETHAL DISCOVERY BEFORE THE DISARMAMENT CONFERENCE AT GENEVA.

CREDIT LINE (ACME) .

7/11/34

~~6/12/34~~



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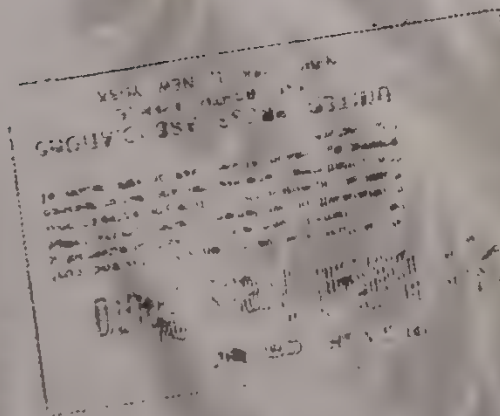
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7/11/34

-6/12/34





NY 4429 A

NIKOLA TESLA, INVENTOR

JULY 10, 1934



NY 4423 A

NIKOLA TESLA, INVENTOR

JULY 10, 1934

LIA
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used in peacetime to transmit power over distances limited only by the
curvature of the earth. Advises two of four necessary pieces of apparatus
have been built. Has developed instrument which disproves current the-
ory that sun will burn out to a cold cinder.

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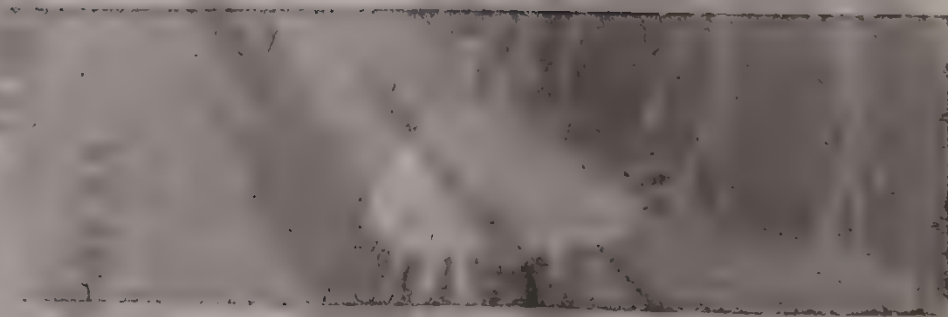
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World
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WORLD PHOTO







NIKOLA TESLA, AT 78, REVEALS NEW "DEATH BEAM." Tesla, father of radio and of modern methods of generation and distribution of electrical energy, who was 78 yesterday (July 10, 1934), announced a new invention, or inventions, which he considered the most important of the 700 made by him. He has perfected a method and apparatus which will send concentrated beams of particles through free air of such tremendous energy they will bring down a fleet of 10,000 enemy planes at a distance of 250 miles from a defending nation's border and will cause armies of millions to drop in their tracks.

NY 4423 B

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PHOTO SHOWS: ::::: NIKOLA TESLA, INVENTOR.

TIME
THE WEEKLY NEWSWEEK

TIME & LIFE BUILDING
ROCKEFELLER CENTER
NEW YORK 20

June 23, 1952

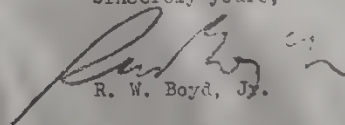
Dear Mr. Anderson:

We have checked our files thoroughly and find that the picture Time used of Dr. Nikola Tesla in the July 20, 1931 issue has been lost.

In the July 23, 1934 issue of Time we ran a full length picture of Dr. Tesla which we secured from Wide World, 50 Rockefeller Plaza, N. Y. C.

I am sorry we can't be of more assistance to you.

Sincerely yours,


R. W. Boyd, Jr.

Mr. Leland I. Anderson
127 Seymour Ave. S. E.
Minneapolis 14, Minn.

ARCHBISHOP DEFIED THE SUN TO PROVE IT DIDN'T LIE.

Lengthy articles excoriated the *Sun* for its refusal to apologize publicly. Here and there appeared little bold-face paragraphs like these:

Insulted by the Sun

Xaverian Brothers. Tell Your Students That Saint Francis Xavier, Dearest Friend of Saint Ignatius, and The Saint Whose Name Your Order Bears, Has Been Insulted By the Morning Sun.

Insulted by the Sun

Mothers and Fathers Who Have Daughters in the Religious Sisterhoods Your Daughters have Been Insulted by the Morning Sun.

A picture of Rev. Dr. Fulton J. Sheen, printed because he had just been appointed Papal Chamberlain, was captioned: "... Has been insulted by the *Sun* which says the Catholic Church has canonized 'an ordinary scoundrel' and a 'consummate blackguard.'"

Last week's issue of the *Catholic Register* was slightly less violent, but offered advice on the quickest and most effective means of cancelling one's subscription to the *Sun*.

Fish Story

Every Saturday the arch-Republican New York *Herald Tribune* devotes a section to pet fish. One week it is guppies the next, Siamese fighters the next, Black Mollies. Last week the headline read: **SALT FOUND EFFECTIVE REMEDY FOR MANY ILLS OF TROPICAL FISH**. Beneath appeared a picture of "A pearl danio, showing the hump-backed appearance sometimes developed by old specimens."

Readers interested in the ailing old danio plunged hopefully into the story that followed. They read:

"The greatest danger in the United States at the present time is the 'cabal of under-cover Socialists' known as the 'brain trust.' Representative Hamilton Fish Jr., Republican, of the 26th Congressional District, New York, said last night..."

The story, a dozen paragraphs long, said nothing about pearl danio, nothing about salt remedies. Not until the next edition did *Herald Tribune* editors catch an error caused by "slugging" the Republican remarks of the vociferous New York Congressman under his own name.

SCIENCE

Tesla's Ray

He has produced nothing tangible for a long time, but he still remains one of the foremost living inventors of electrical apparatus. His day comes once a year. On his birthday Manhattan newshawks seek him out in some hotel, listen closely to his words. Wearing an outmoded brown suit, he received the Press one day last week in a Hotel New Yorker reception room. That day Nikola Tesla was 78.

The first thing Nikola Tesla invented was a hook for catching frogs. That was not long after he learned to talk, in the Croatian hamlet of Smiljan where he was born. He studied physics and mathematics at two universities, got into telegraph engineering, went to Budapest, to Paris, to the U. S. in 1884 to work for Thomas Edison. Soon he had a research laboratory of his own. Four years later he patented the induction motor, first effective utilization of alternating current. He discovered the rotary magnetic field principle used today in the hydroelectric plants at Niagara Falls. He invented dynamos, transformers, induction coils, condensers, arc and incandescent lamps. He was acclaimed a great genius.

All that was long ago and Tesla has lingered on into a twilight of semi-obscure. His hotel room is now his only laboratory, his brain his only tool. When callers importune him he takes a bath or goes to bed. When he talks about his work his deep-set blue eyes burn with an icy fire. He walks prodigious distances through the city streets. His most valued friends are the New York Public Library's amolent pigeons. A life-long bachelor, Dr. Tesla is tall, spare erect, parchment-skinned, beak-nosed. The mustache he once wore is gone.

Even at the peak of his renown he had great visions. In 1900 he was ready to cure tuberculosis with oscillating electricity. In 1909 he promised motors capable of driving ocean liners at 30 knots. In 1911 it was storm-proof dirigibles without propellers. In the last decade his annual utterances have been mostly re-

hashes of previous interviews, with something new every three or four years. In 1924 he was planning to transmit power by radio. In 1927 he was scheming to harness sea power. In 1931 he would make all fuels superfluous by tapping cosmic energy. Last week Dr. Tesla an-



Wide World

NIKOLA TESLA

World opinion does not affect him.

nounced a combination of four inventions which would make war unthinkable.

Nucleus of the idea is a death ray—a concentrated beam of submicroscopic particles flying at velocities approaching that of light. The beam according to Tesla would drop an army in its tracks, bring down squadrons of airplanes 250 miles away. Inventor Tesla would discharge the ray by means of: 1) a device to nullify the impeding effect of the atmosphere on the particles; 2) a method for setting up a high potential; 3) a process for amplifying that potential to 50,000,000 volts; 4) creation of "a tremendous electrical repelling force." Two of these are complete in Dr. Tesla's mind. The other two await minor details.

Dr. Tesla pointed out that the weapon is purely one of defense since his beam must be generated in great immovable power plants. With generators set up on all the world's national boundaries no country would ever again be able to attack another. Further details said Dr. Tesla, would be unfolded before the Geneva Disarmament Conference.

The death ray always exciting to laymen is an old familiar to scientists. After the interplanetary "space ship," it is probably the most popular gadget in pseudo-scientific fiction. Even in Herbert George Wells's shrewdly written *War of the Worlds* (1898), the first act of arriving Martians is to spray spectators with a death beam. In real life death rays have been announced time & again but never convincingly demonstrated. When one Harry Grinnell-Matthews loudly announced a death ray some years ago in

ROT-PROOF, EVEN OVER GROUND FLOOR CONCRETE! . .



Here was a problem! A basement room with concrete floor. Dampness had even caused baseboards to rot in spots. Room was needed... badly! Mastipave was laid... problem instantly solved! For four years, during the rainy season, water has stood in one corner of the room... but the Mastipave has not been injured... remains good looking through it all! Rot-proof... vermin proof... slip-proof, even when wet... no other floor covering could have tackled this job successfully.

Write for Booklet T.

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THE COTT-ALAP CO.
Somerville, New Jersey

THE LOW-COST, LONG-LIFE FLOOR COVERING

MASTIPAVE



WIDE WORLD PHOTO
NY 12702

NOTED INVENTOR TO CELEBRATE BIRTHDAY
New York, Nikola Tesla, father of radio and of
modern power transmission who will celebrate his
birthday on July 10th, as he appeared today in
his suite at the Hotel New Yorker. 7/8/35

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NIKOLA TESLA HAS NEW INVENTIONS Method of transmitting mechanical energy accurately over any terrestrial distance. A new means of communication, and method of locating deposits of minerals tells of 'quake' in his laboratory that brought police and ambulances during experiments with mechanical oscillator Says he has found a speed greater than light and that there is no energy in matter except that received from without Hotel New Yorker July 10, 1935

INTERNATIONAL
NEWS PHOTOS



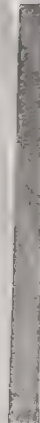
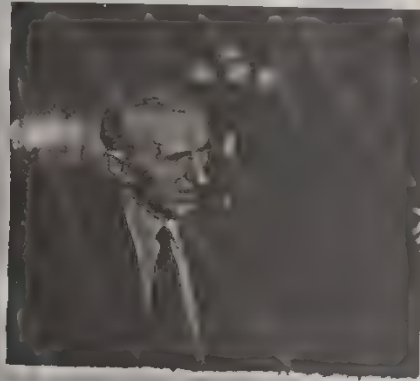
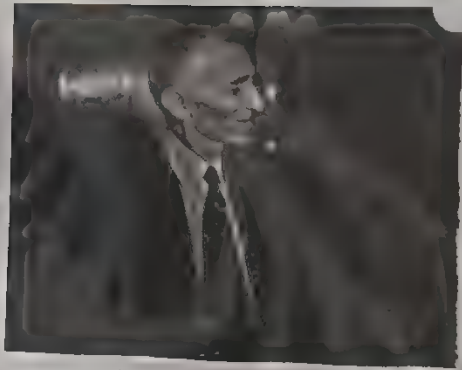
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NEW YORK 17, N. Y.

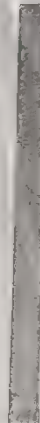
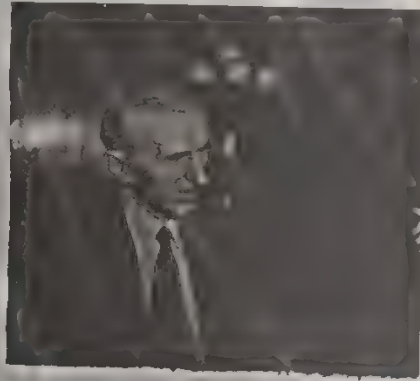
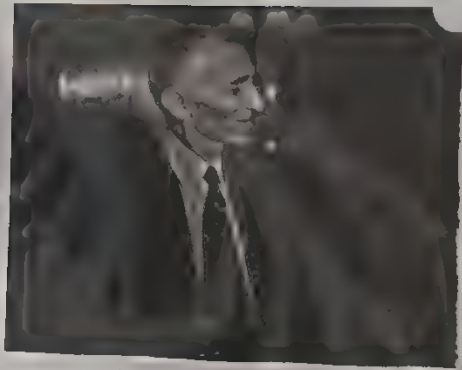
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7/10/35

NIKOLA TESLA;
Hotel New Yorker

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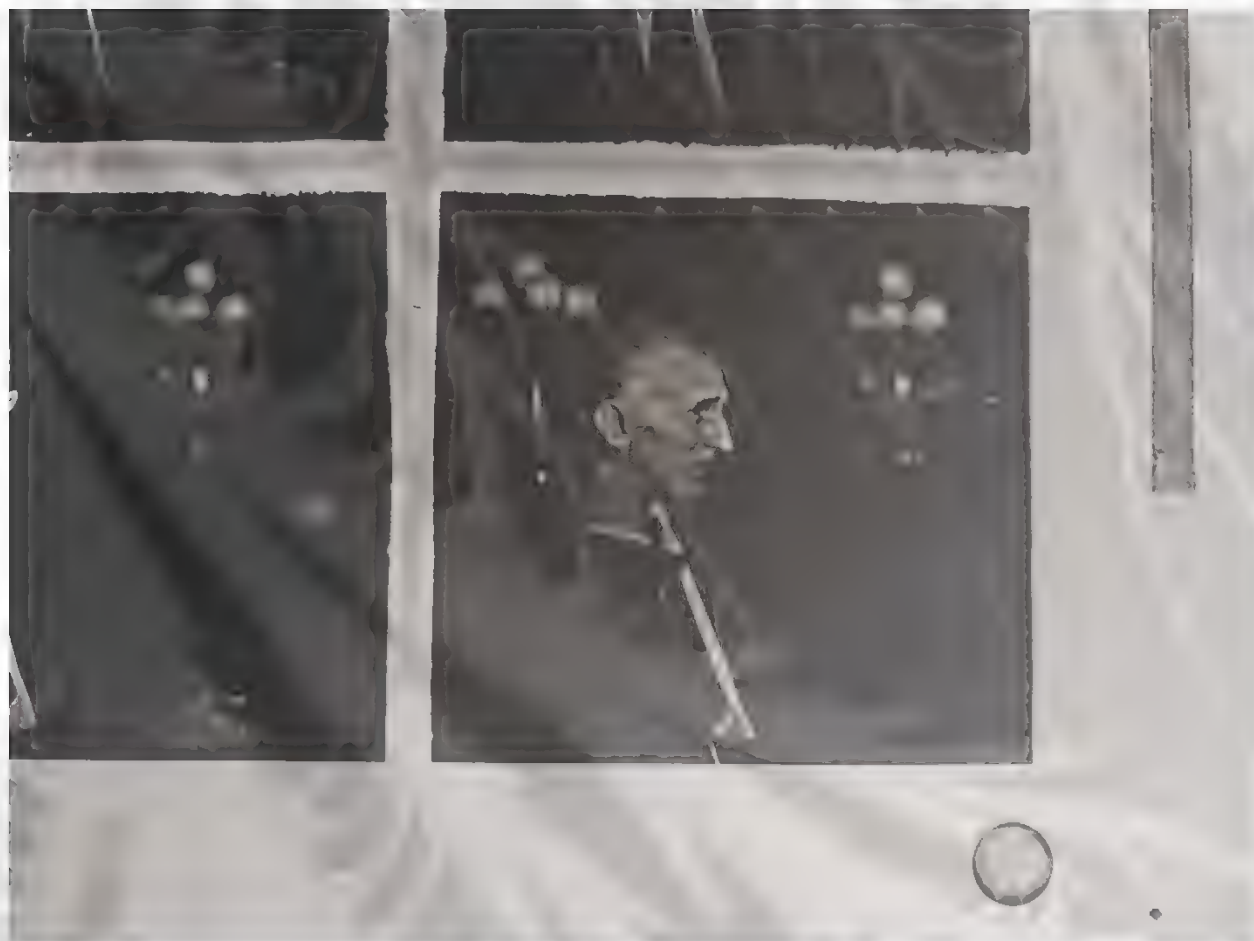






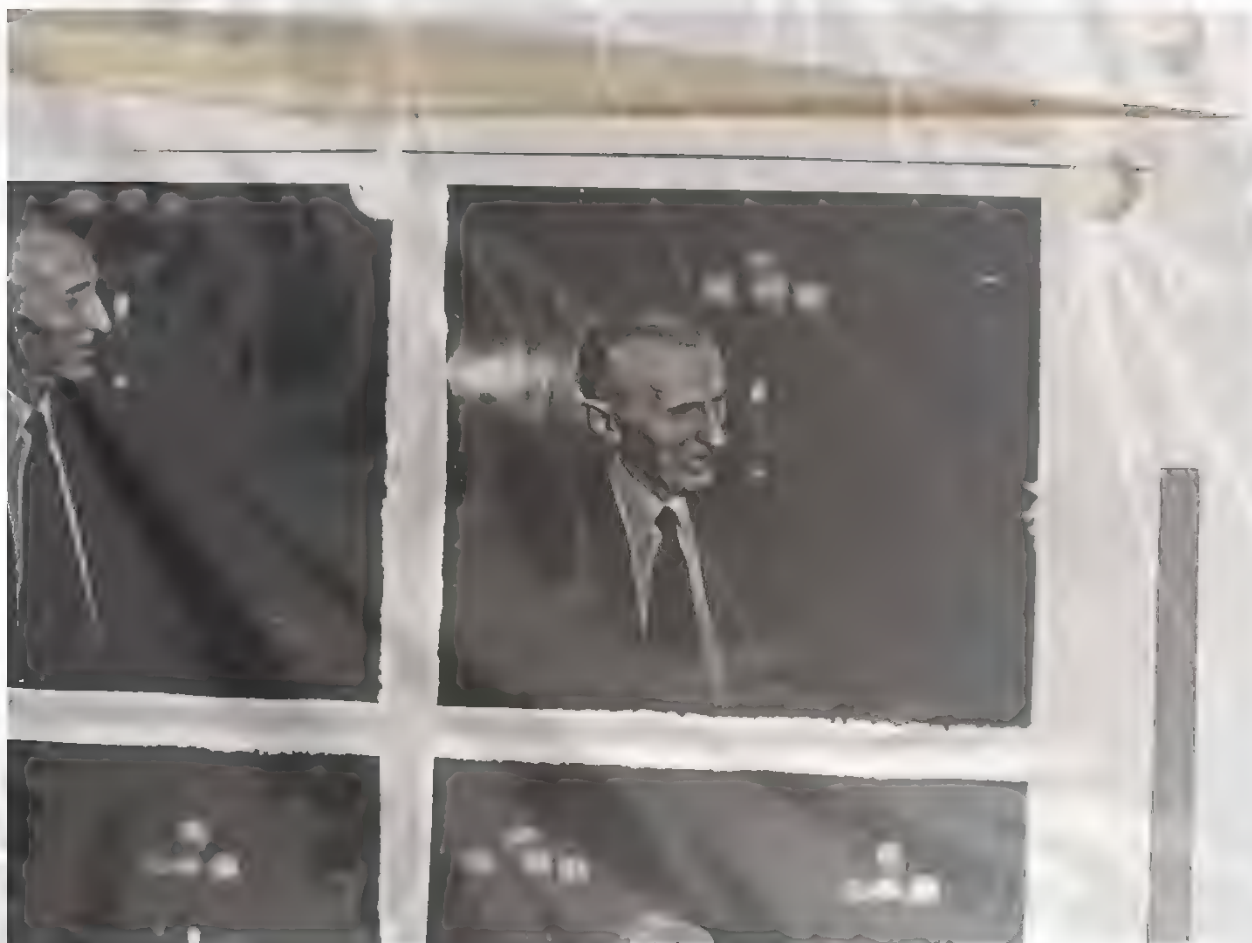






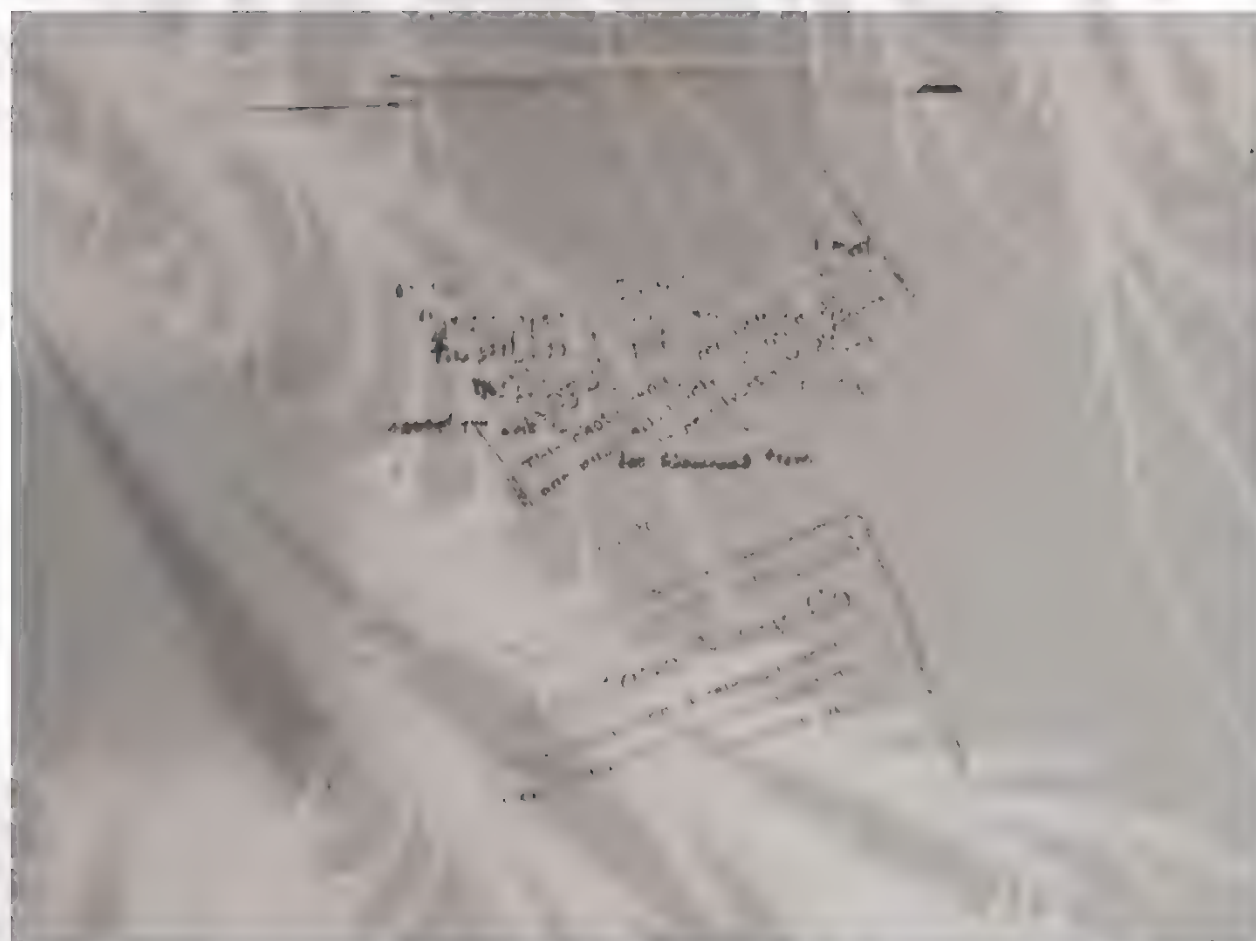


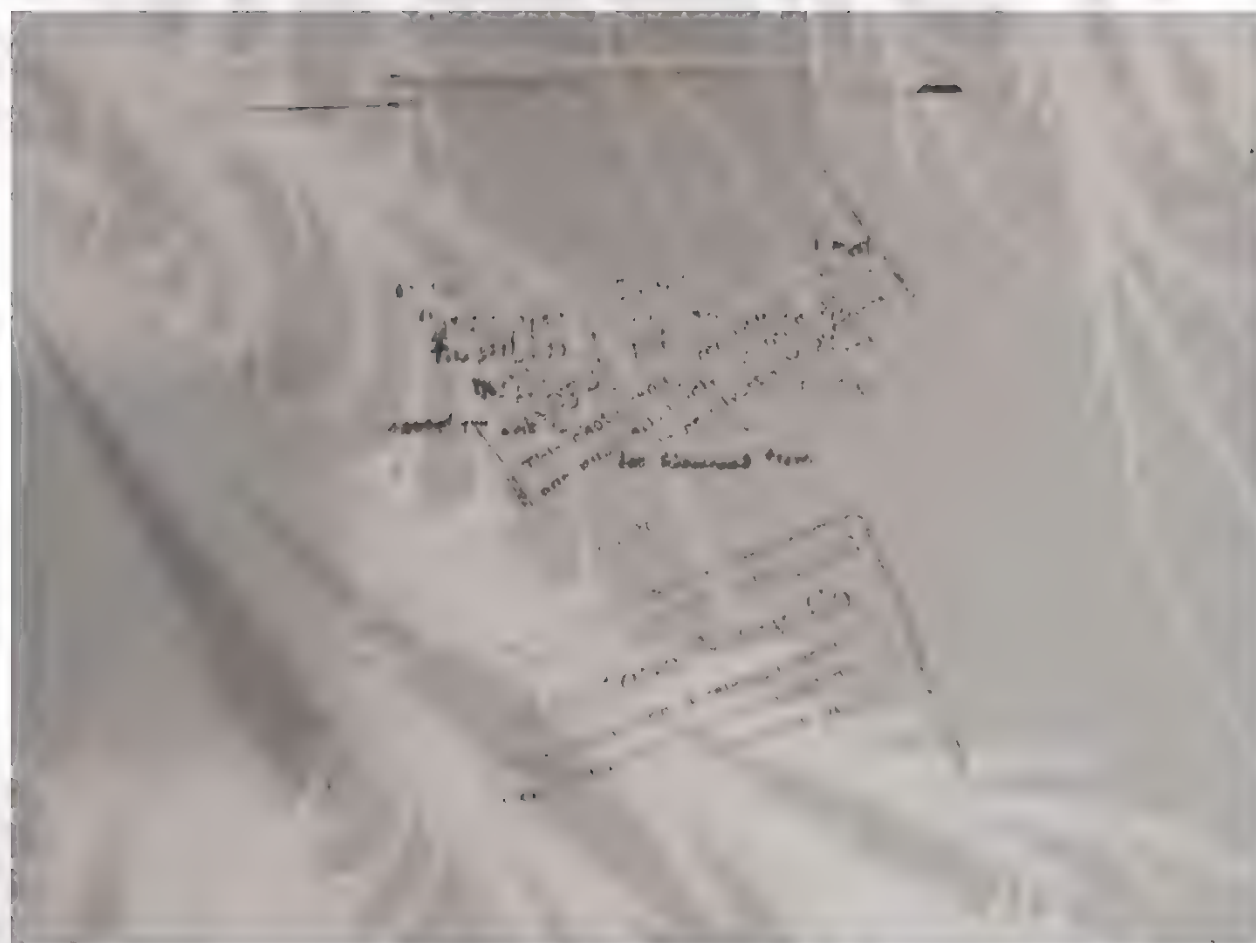




NEW YORK, JULY 10, 1935 -- NIKOLA TESLA, YUGO-SLAVIAN SCIENTIST AND INVENTOR, IS SHOWN IN THESE CANDID CAMERA STUDIES TODAY AS HE CELEBRATED HIS 79TH BIRTHDAY ANNIVERSARY BY CLAIMING THREE STARTLING DEVELOPMENTS IN THE SCIENCES. ONE IS A METHOD AND APPARATUS FOR TRANSMITTING MECHANICAL ENERGY, ANOTHER WAS THE MEANS OF PASSING AN INDUCTION CURRENT WITH A VARYING FLUX ONE WAY ONLY THROUGH A CIRCUIT WITHOUT USING A COMMUTATOR, AND THE THIRD CLAIM WAS PROOF THAT MANY OF THE PROPOSITIONS OF RELATIVITY ARE FALSE.

KEYSTONE VIEW COMPANY CANDID SHOTS.









Nikola Tesla, in later years, entertain news reporters on their regular call to him on his birthday.

Photo by Wide World Photos
Courtesy L. Anderson

WIDE WORLD PHOTO # 874153

Dr. Nikola Tesla, illustrious Dean of Inventors,
being interviewed by reporters on 79th birthday
anniversary. 7/10/35

FBI # 346 TAC

Nikola Tesla, in later years, entertain news reporters on their regular call to him on his birthday.

Photo by Wide World Photos
Courtesy of Anderson

WIDE WORLD PHOTO # 874153

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FBI # 346 TAC



7/10/35

UNITED PRESS ASSOCIATES
451 NINTH AVE
NEW YORK 1, NEW YORK

19
411

June 15th, 1908.

ola Tesla,

Long Island, N. Y.

My dear Tesla:-

Thank you very much for your letter of June 4th. I have often
enjoyed with pleasure our discussions in New York, and hope to see you again
in the near future. If you ever have time to come to California, be sure to
visit here.

Believe me, with kind regards,

Yours very sincerely,

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Ans



June 4, 1908.

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Director of the Solar Observatory
of the Carnegie Institution,
Mount Wilson, California.

My dear Dr. Hale:--

I learn with pleasure of your forthcoming book, The Study of Stellar Evolution, from which I expect to derive much needed information. I have greatly regretted that since our meeting at Chicago years ago, we have never been able to get again together. Your work interests me very much, and I am heartily in sympathy with you.

Please do not fail, the next time you come to New York, to call on me and give me an opportunity to exchange a few ideas with you.

Sincerely yours,

Ch. Tesh

Ans



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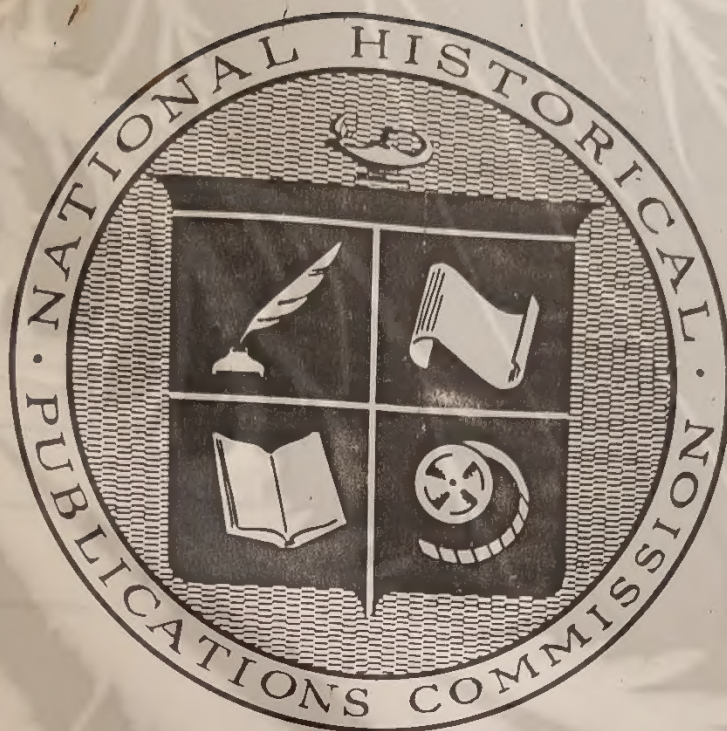
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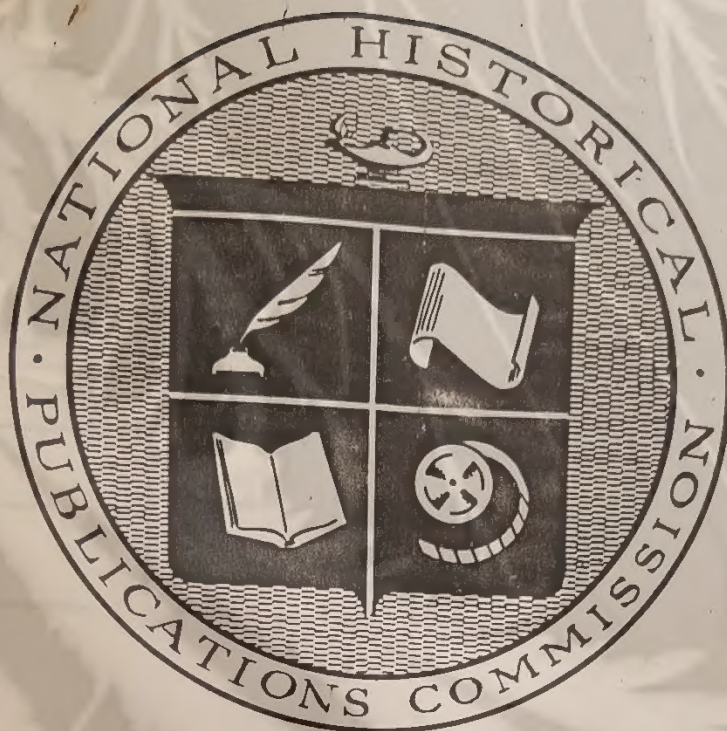
Sincerely yours,

Ch. Tesh



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Item wanted: Roll 34 of the Hale Microfilm Collection (from Box 40 of the Hale papers).

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Archivist

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Form 1279-7
(November 1985)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
REQUEST FOR INTERLIBRARY LOAN SERVICE

INSTRUCTIONS: Please complete form with as much detail as possible. If you have incomplete information or a confusing reference, please attach a photocopy of the original citation to aid staff in identification of the requested item(s). If the item is needed on a RUSH or URGENT basis please indicate so in the "Deadline" space on the form.

To: Library BLM - DSC Date of Request 03-09-87
From: (Your Name) LELAND ANDERSON Deadline? 04-13-87
Office D-553B Telephone X-6638

Item wanted: Roll 34 of the Hale Microfilm Collection (from Box 40 of the Hale papers).

Owning library: California Institute of Technology
Institute Archives
Robert A. Millikan Memorial Library
Pasadena, California 91125

Attention: Paula Hurwitz,
Archivist

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